

# The Mining Journal

## AND COMMERCIAL GAZETTE.

No. 197.—Vol. VIII.]

LONDON: SATURDAY, JUNE 1, 1839.

[PRICE { WITH A SUPPLEMENT. } 6d.]

**SHEFFIELD AND MANCHESTER RAILWAY CONTRACTS.**—The following CONTRACTS on the above Line will be LET from sealed proposals in the order hereinafter stated.—The plans, sections, working drawings, specifications, and also the drafts and contracts, may be seen and copied, and printed forms of Tender obtained, at the Offices of the Company, or of the Engineer. The line is distinctly trigged out on the ground, and branded pegs set down at every chain length, and will be pointed out by one of the assistant engineers if required. The Tenders are to be delivered in sealed, and addressed to the Secretary, at the Offices of the Company only.—No Tender will be entertained, unless made and filled up on one of the printed forms, nor unless the parties proposing, or their representative, attend personally, and produce an undertaking (on a form of letter which will be supplied, to be properly filled up and signed by two responsible parties), engaging to become sureties, in the event of the Tender being accepted.—The directors will meet at Twelve o'clock at noon, to open the Tenders, and declare the lettings, upon each of the days following those appointed for the delivery of the respective proposals.

### ORDER OF RECEIVING PROPOSALS AND LETTING WORKS.

Contracts.		Plans and Specifications to be ready.		Sealed Tenders to be delivered.		Works to be Let respectively.	
No.	Description.	Date.	Place.	Date.	Place.	Date.	Place.
16m.	Ardwick	4th May	Manchester	14th June	At the Company's Offices,	13th June	Manchester.
11m.	Hattersley	11th May	Engineer's Office, Mot-	14th June	15, Piccadilly, Manchester;	13th June	Mottram.
9m.	Gamesley	11th May	tram	14th June	or, Corn Exchange,	13th June	Mottram.
					Sheffield.		

N.B. The letting of the shafts Nos. 3, 4, and 5, and of the driftways therefrom, the borings, and the Caricotes contract, are postponed till further notice. The other shafts and drift ways, the roads, and the cottages, are all let. The remainder of the contracts between the Summit Tunnel and Manchester will be ready for letting before Midsummer.

The ARDWICK CONTRACT commences at the Junction with the Manchester and Birmingham Railway, near Mill Lane, Ardwick, at the outskirts of the eastern side of Manchester, and extends to near the Gorton Reservoir, opposite the Fair-Field Walls, on the new road to Ashton-under-Lyne, a distance of two and three-quarter miles. The work consists of about twenty bridges, several culverts, an aqueduct for the Stockport branch of the Ashton Canal, a great extent of retaining walls, and about 150,000 cubic yards of excavation.

The HATTERSLEY CONTRACT extends from the gravel pit near the turnpike-road from Mottram, in Longendale, towards Stockport, to the west-end of the Etherow Viaduct at Old Broadbottom Brow, on the river Etherow, dividing Cheshire and Derbyshire, and opposite West Hill Mill, being a distance of about one mile and fourteen chains. The work includes several bridges, a short viaduct, and

a considerable extent of retaining walls, and about 2,000 yards of earthwork, some of which will go to spoil. The above is situated nine or ten miles east of Manchester, and about a mile south of Mottram.

The GAMESLEY CONTRACT extends from the east end of the Etherow Viaduct to the west end of the great viaduct at Dinting Vale, on the turnpike road, a mile below Glossop, and about twelve miles from Manchester. This work contains several bridges and culverts, and about 400,000 cubic yards of excavation.

Any further information may be obtained at the Offices of the Company in Sheffield and Manchester; or at the office of Mr. VIGOR, the company's engineer, No. 4, Trafalgar-square, London; at Mottram and at Farncliffe, in Cheshire, on the road to Sheffield.

By order of the Directors, C. THOMPSON, Secretary.

### PUBLIC COMPANIES.

#### MEETINGS.

**CORNUBIAN LEAD AND SILVER MINE.**—The directors hereby give notice, that the THIRD ANNUAL GENERAL MEETING of the shareholders in the above Mine will be held at the London Inn, Devonport, on Monday, the 17th of June next, at Twelve o'clock at noon, to pass accounts, and to take into consideration the present state of the affairs of the Mine, and determine on such measures as may be deemed expedient in respect of the same. The directors request all persons having claims upon the Mine to forward a statement thereof to the Secretary on or before the 10th of June. Shareholders who may attend the Meeting will be expected to produce their scrip certificates.

By order of the board of directors, R. LAWS, Secretary.

**COLOMBIAN MINING ASSOCIATION.**—The FOURTEENTH GENERAL ANNUAL MEETING of the proprietors of this association will be held at the office of the association, on Thursday, the 28th day of June next, at Two o'clock precisely. At this meeting three directors will be elected, in the places of John Diston Fowles, Esq., William Thompson, Esq., and M.P., John Wilkin, Esq., who go out by rotation, but who are eligible to be re-elected.

By order of the board of directors, JOHN CHAPMAN, Secretary.

**HOLMBUSH MINING COMPANY.**—The directors hereby give notice, that a SPECIAL GENERAL MEETING of the shareholders will be held at the office of the company, on Thursday, the 6th of June, at Twelve for One o'clock precisely: the purposes of which may be known on application at the office of the company.

New Broad-street, May 11.

**REDMOOR CONSOLIDATED MINING COMPANY.**—Notice is hereby given to the shareholders in this company, that the ANNUAL GENERAL MEETING will be held on Wednesday, the 2d of July next, at No. 2, St. Mildred's court, at One for Two o'clock precisely.

London, May 27.

**REETH CONSOLIDATED MINING COMPANY.**—Notice is hereby given, that a GENERAL MEETING of the shareholders in this company will be held at the Court-house, in Leeds, in the county of York, on Friday, the 7th day of June next, at Two o'clock in the afternoon, to consider a deed of settlement or constitution of the company, which will be read at such Meeting, and to approve or disapprove thereof, or to settle and approve of such other deed of settlement or constitution as may to such Meeting seem desirable and expedient; to nominate and appoint two or more trustees for the company, in whom shall be vested the grants or leases of the mines; to nominate and appoint seven directors from shareholders holding at the least fifty shares, in whom the general management of the Mines and affairs of the company shall be vested; and on other special business.

By order, JOHN BLACKBURN, Solicitor.

**THE NATIONAL PROVINCIAL BANK OF ENGLAND.**—By order of the court of directors of the society called the National Provincial Bank of England, notice is hereby given, that an EXTRAORDINARY GENERAL MEETING of the proprietors of the society will be held at the office of the company, 13, Austin-friars, on Tuesday, the 2nd day of June next, at half-past Twelve o'clock precisely, for the purpose of confirming the resolutions entered into at the Extraordinary General Meeting of the proprietors of the society held on Thursday, the 9th of May.

DANIEL ROBERTSON, Agent and Manager.

May 28.

#### CALLS.

**TREGOLLAN MINING COMPANY.**—At the Annual General Meeting of the shareholders held this day, it was resolved that FOURTEEN days from this date be allowed for the payment of the arrears on the FORTY EIGHTH CALL of TEN SHILLINGS per share, which, if not then paid, the shares will be ABSOLUTELY FORFEITED.

By order of the board, SAMUEL BUXTON, Secretary.

Tregollan Mining Office, 6, St. Mildred's-court, Poultry, May 29.

#### DIVIDENDS.

**CONSOLIDATED COPPER MINES OF COBRE ASSO-**  
CIATION.—Notice is hereby given, that a DIVIDEND of TWO POUNDS per share will be paid to the holders of certificates in this company at the office of the association, 20, Austin-friars, on and after the 25th day of June next, between the hours of Eleven and Three o'clock. The proprietors are requested to leave their certificates at the office for examination three clear days before the day of payment.

By order of the court of directors, WILLIAM LECKIE, Secretary.

26, Austin-friars, May 30.

**BRITISH SILVER, LEAD, AND COPPER MINING COM-**  
PANY.—At the Annual General Meeting of this Company, held at the City Rooms, Liverpool, on the 14th of April, 1839, the following resolutions were passed:—Resolved, That those shareholders who have not yet paid up their calls and agreed the rules and regulations, be allowed until the 1st of June for that purpose, and that after that time all shares on which calls are unpaid remain forfeited.—That Mr. Henry Tribe be no longer Secretary of the Company, and the Office in London be immediately closed.

The following bye-laws were proposed:—That the qualification of a director be ten new shares instead of twenty.—That until the next Annual General Meeting no transfer of shares be made without the concurrence of the directors.

Company's Office, 7, Broad-buildings, Drury-lane.

Liverpool, May 7. R. SHERATON, Secretary.

#### FIFTH EDITION.—Price One Guinea.

**AN INTRODUCTION TO GEOLOGY:**  
Intended to convey a Practical Knowledge of the Science, and comprising the most important recent Discoveries, with Explanations of the Facts and Phenomena which serve to confirm or invalidate various Geological Theories.

By ROBERT BAKERWELL.

London: Longman, Ome, and Co.

**LONDON ZINC WORKS AND ROLLING MILLS, WED-**  
LOCK ROAD, CITY ROAD.—Malleable Sheet Zinc, Zinc Nails and Tacks, Patent Zinc Plates, of assorted sizes, for Roofing and other Purposes, and Patent Zinc Sheet for Roofing, all of the VERY BEST QUALITY, will be promptly supplied to Dealers and Consumers, on application to

JOHN BAILLIE and Co., 11, Finsbury-square.

**THE PATENT SAFETY FUSE**

FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonials to its

usefulness with which the Manufacturers have been furnished from every part of the Kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c.

"I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuse; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patents, RICKFORD, SMITH, and DAVY.

Sheffield, Cornwall.

**CORNWALL.—SHARES IN MINES FOR SALE.—TO BE**  
SOLD BY AUCTION, on Friday, the 14th day of June next, at Three o'clock in the afternoon, at the Union Hotel, in the town of Penzance, in three lots.

Three 100th shares in BOY ALLACK MINE, in the parish of St. Just, in Penwith. The working of this (once so celebrated) Mine has lately been renewed by a most respectable and spirited party, at a considerable outlay, in extensive erections and efficient machinery. The quantities of ores already sold from the "Higher Mine," the appearance of the ground opened there, and the probability of a continuation of the immense deposits of ore formerly discovered at the "Crown," which part is now being cleared up and sunk to a deeper level, cause this to be a most interesting speculation and desirable investment.

Also, in three lots, Three 100th shares in the productive Tin Mines, called THE MORVAN AND ZENOR MINES, situated in the parishes of Morvan and Zenor. This is one of the most extensive concerns, as a Tin Mine, in the west, and is in the hands of a first-rate company. The monthly produce and sale of Tin is very considerable, and the appearances are such as to warrant the supposition that large dividends must soon be made.

For leave to inspect the Mines, apply to the Managers thereon; and for other particulars to Mr. Richard Millett, solicitor, Penzance.

Dated May 22.

**TREVEGLAS AND TREVORGUS MINES.**—Notice is hereby

given, that the sale of these mines, advertised to take place on Thursday, the 14th day of June, 1839, is POSTPONED until further notice.

12, Pancras-lane, May 28. C. F. KIRKMAN, Secretary.

**TO BE LET, A DESIRABLE COLLIERY** in the West Riding of Yorkshire, already partly at work; close to a public canal and railway, and in the heart of a large and populous manufacturing district. The coals are of the very best quality, can command the highest price, and the demand abundant. For particulars apply (by letter, post paid) to Mr. Moore, stationer, Store-street, Bedford-square.

**TO CAPITALISTS.**—The advertiser, who is the proprietor of two Mines in North Wales, is desirous of meeting with a gentleman who can command a moderate capital, to join him in carrying on the works, which are just coming to maturity, and which (judging from the quality of the ore already raised) hold out the brightest prospect of success. Address (by letter, post paid) "O. P." care of the Editor of the Mining Journal, 12, Gough-square, Fleet-street, London. Respectable references will be required and given.

**CAPITAL, EXTENSIVE, & VALUABLE SLATE QUARRY.**  
WITH IMMEDIATE POSSESSION.—TO BE LET, all that capital, extensive, and valuable quarry of slates, of the best quality, now open and in work called Rhiw Hach, together with the cottages and other offices attached thereto, situated in the parish of Penmachau, in the county of Carnarvon. The above quarry has been worked for about twenty years, and is situated within two miles only of the Festiniog Railway, along which is conveyed the slate from the neighbouring extensive quarries to Porthmadog; and, by a comparatively small outlay, a road might be made from the above quarry to the said railway. The quarry is capable of being worked extensively and profitably by an experienced and spirited capitalist, who will find the above well worthy of his notice.—Terms liberal.

For further particulars apply, if by letter post paid, to Mr. Mouldsall, Gwynedd, Anglesey, North Wales.

**TO BE LET ON LEASE—ALL THE SEAMS OF COAL**  
AND CULM lying under the lands of YNYSFELLWCH, the property of J. N. Myers, Esq., situate in the parish of Llangwlad, and within five miles of Swansea, the canal to which port runs through the estate. This fine mineral property possesses all the elements of a most profitable colliery. For particulars apply to Messrs. Brough and Son, mineral surveyors, &c., Neath, Glamorganshire, if by letter post paid.

**ENGLISH COPPER COMPANY, FOR SMELTING AND**  
MANUFACTURING COPPER. Incorporated by Royal Charter of William and Mary, 2d August, 1687.—(limited) the responsibility of shareholders.

Samuel Gregson, Esq., Governor.

Charles F. Bevan, Esq., Deputy-Governor.

COURT OF ASSISTANTS.

William Clay, Esq., M.P.

Hyman Elias, Esq.

John Gunston, Esq.

Thomas Hankey, Jun., Esq.

Archibald Hastie, Esq., M.P.

W. M. Short, Esq., Secretary.

The increased demand for Copper having induced the company to extend their

manufacture, which requires an addition to their capital, the company have re-

solved, under the powers of their charter, upon a further issue of shares of 40s

each; applications for the same, in the undermentioned form, may be made to

Messrs. Hankey, bankers, 7, Fenchurch-street.

Prospectuses and printed forms of applications may be obtained at the com-

pany's offices, No. 27, Upper Thames-street, or 72, Cornhill; or of Messrs. Roy,

Blunt, and Co., solicitors, No. 42, Lothbury.

Form of application.

Gentlemen,—I am desirous of subscribing for shares in the "English Cop-

per Company," and I enclose £  
being for the first instalment of £2 per share, and I hereby agree to pay the remaining instalments thereon at the periods here-

under mentioned; and in case of default in paying any of either of such instal-

ments, the shares, and the instalments paid thereon, are to become forfeited to the

company; and I further agree to conform to the bye-laws and regulations of the

company.

I am, Sirs, your obedient servant,

Name  
Address  
Date

INSTALMENTS.

£2 per share, enclosed.

£4 ditto on the 2d of September next.

£2 ditto on the 1st of November next.

£2 ditto on the 1st of February, 1840.

—Total £16.

### THE CIVIL ENGINEER AND ARCHITECT'S JOURNAL.

Illustrated with numerous wood engravings, price 1s. 6s.—The June Number

contains: Drawings and descriptions of Brunel and Cooper's concentric steam-

engine.—Westminster Bridge repairs.—Chalk cuttings.—Substitute for a railway

to a table.—Setting out railway curves.—Papers on the theory of the steam-engine,

with a formula for calculating the force of steam at different temperatures.—On

public competition.—A collection of sculptures.—Public buildings of the ancients.

Exhibition at the Royal Academy.—Royal Exchange.—Polychromy of the ancient

Greeks.—Mr. Walker's report on the Calcutta Canal.—Proceedings of the Insti-

tution of Civil Engineers.—Royal Society and Geological Society.—Annual report of

the Royal Inst. of British Architects.—Report of the American Institution of

Civil Engineers.—List of new patents.—Progress of railway and public works.—Law

proceedings.—Parliamentary proceedings, &c. Published at 15, King-street-west, 15,

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BY THE QUEEN'S PATENT.

To Engineers, Railway Directors, Steam-Boat Proprietors, Manufacturers, and

others requiring Steam Power.

**MESSRS. BUNNETT AND CORPE** respectfully solicit atten-

tion to their new PATENT CONCENTRIC STEAM ENGINE, which, by

its novel construction and arrangements, combines compactness of form, increase of

power, speed, and economy in working, to an extent hitherto unobtainable. Its

descriptive plans and particulars, also ready to view the Engine in operation at 10, 10,

ENGINE and PATENT REVOLVING IRON SHUTTER WORKS, Deptford, may

be obtained at their office, No. 26, Lombard-street, London.

### PROCEEDINGS OF PUBLIC COMPANIES.

#### GWINEAR MINING COMPANY.

The annual general meeting of this company was held at the offices, in Great St. Helen's, on Tuesday, the 28th ult.

Mr. BLANCKENHAGEN in the chair.

The SECRETARY read the advertisement convening the meeting; he also read the directors' report, which showed a considerable improvement during the past month in the produce and prospects of the mine, as compared with the twelve months' previous; twenty men were now employed on tribute, and earning good wages, and the mine was now producing about three tons of black tin per month, which would more than pay the costs. The directors, although empowered to charge for their services, had not hitherto done so, nor had they any such intention, but would endeavour to carry on the operations with the utmost economy until the mine became productive, then leaving it to the shareholders to remunerate them for the time they had devoted to the concern.

Reports were then read from Captain Richards, the agent to the mine, as also from Captain Sincok, whom the directors had thought it prudent to call in as a person totally impartial and unconnected with the undertaking; they each gave a favourable account of appearances and workings at the ten and twenty fathom levels, and also of the thirty fathom level, in which the ground was improving, and where it would be desirable to continue driving to come under the old men's workings, where, in the ten fathom level, a large extent of ore ground had been carried away; that the general appearances were highly favourable, and the mine in a fair way of becoming profitable.

The accounts were then read, showing a balance against the mine of about 560*l*.

The CHAIRMAN said, he was sorry it was not in the power of the directors to give a better account of the concern since the last meeting. He must acknowledge they had been disappointed, as the reports which were then submitted certainly held out very sanguine prospects, which he regretted had not been realised; the mine, however, was now actually producing more than it ever had yet before done, and he sincerely hoped the directors would soon have to congratulate the shareholders on the result of their future operations.

It was then moved by Mr. CARRNOVE, and seconded by Mr. VIVIAN, "That the report and accounts be received, adopted, and entered on the minutes," which was carried unanimously.

A PROPRIETOR asked how many shares had become liable to forfeiture, and was informed 287 out of the 1000 shares originally issued; and that it was expected the remaining 713 would respond to the call which the directors purposed making.

The CHAIRMAN, in answer to a question from a proprietor, said, that in addition to about twenty tributaries now employed, there was sufficient tin ground open to employ about ten more, and that as they would also continue driving, fresh ground would still be opened, and that the men in driving were still expected to raise tin.

It was understood the directors would make a call of 1*l*. per share.

Thanks were voted to the directors for their attention and economy, and the meeting separated.

#### EAST CORNWALL MINING COMPANY.

A special meeting of the shareholders of the above company was held at the offices, Austin-friars, on Tuesday, the 28th ult.

D. W. WITTON, Esq., in the chair.

The minutes of the special meeting of the 7th May, for creating 8822 6*l*. shares, on which 1*l*. only is to be paid—as also on other business—having been read,

The CHAIRMAN said the object of the present meeting was to confirm, with some alteration, which he would now submit, those minutes; he had to state that all such new shares had been disposed of, the trustees themselves taking what shares had remained after the allotment to the proprietary.

The resolution for the creation and disposal of the new shares, having been read, it was proposed by the trustees, that so much as related to the time of payment of the instalments be rescinded, and that in lieu thereof, the first instalment should be made payable on the 31st May, and the second instalment on the 2d of October; and further, that the trustees should be empowered, at their discretion, to divide the payment thereof into any number of smaller instalments, payable in such proportions, and at such times, as they might think fit, on giving fourteen days' notice in the Mining Journal and daily papers; the shares unpaid upon such call, together with all monies previously paid thereon, to be absolutely forfeited. It was then unanimously agreed, that this suggestion should be acted on, and that with the exception of such resolution as they now rescinded, the minutes of the 7th May be confirmed.

The CHAIRMAN observed, that the business of the day having been now accomplished, he had only to thank the shareholders for their attendance, and to repeat what he had before said, viz., that it was with the intention of the trustees, in spite of all opposition, to prosecute with vigour the undertaking they had embarked in.

Thanks having been voted to the chairman, the meeting broke up.

#### TREGOLLAN MINING COMPANY.

The annual general meeting of the shareholders of this company was held at the George and Vulture Tavern, on Wednesday, 29th ult.

JOHN EDWARDS, Esq., in the chair.

The CHAIRMAN said the shareholders would find in the report a full, and, he hoped, a satisfactory account of the operations at the mines.

The minutes of the preceding meeting having been read and confirmed, the chairman submitted the directors' report, which, in consequence of the very full and explicit statement on subject of the company's affairs which was submitted in March last, was not so detailed as it would otherwise have been. The directors had to state that the third call was in arrears on 120 shares only—many shareholders having taken advantage of the grace afforded them by the vote of the last meeting. The Tregollan mine was realising the expectations held out, and proved richer the more they explored and opened upon it. The delay that had occurred in obtaining possession of Miss Henwood's grant of one-quarter was occasioned by the time occupied in settling the proper amount of low charges that should be paid, but it was expected the matter would now soon be settled, and the Tregollan company completed. The election of directors for the ensuing year would form part of the business of the day. The adjourned consideration of the proposed alteration of the company, as at present constituted, would also be submitted for their decision this day.—The financial account showed a balance in the bankers hands of 1210*l*.

Mr. CONNOR, before the reception of the report, wished to draw the attention of the meeting to a paragraph therein, where [absolute] forfeiture of the shares in error was mentioned; now a client of his, Mr. Harper, held a disputed possession of 200 of these shares, and whilst his right to such shares was disputed it was not to be expected that calls should be paid thereon; now, as the question was one of great importance, he wished that those shares should be protected from forfeiture, and held in abeyance till his right was acknowledged or set aside.

The directors consented to give the subject special consideration, and discuss the matter with Mr. Connor, and if it could not be settled in such manner to call a meeting of the proprietary.

The Rev. J. KNAPP had introduced the subject of the pneumatic machinery supplied by Mr. Hague; he had hoped to have seen the negotiation come to a satisfactory conclusion ere this; he was sorry to see that was not the case; he observed that as the company had suffered greatly by the machinery, that Mr. Hague ought to be ready and willing to come forward and make some concession; he felt satisfied that the directors had done all that lay in their power to bring the affairs to a speedy termination.

Some discussion ensued on the subject, in which Mr. R. THOMAS said



that Mr. Hague had from the first shown a disposition to treat with the directors; their demands were unreasonable, and could not be met by him; he had offered to settle their differences by reference, but that the directors absolutely declined, and maintained that a part and parcel of the agreement on first taking the machinery was, that he (Mr. Hague) should, in case of its not answering the desired purpose, take it back; that, however, he declined to do, alleging that it had proved the principle to be as good and efficient as was desired or expected; now it was well known that it had entirely failed, and did not in any way suit the purposes for which they required it—they having paid him 500l. on account of the same, expected a balance to be due to them, instead of owing a further sum; they had suffered a loss of at least 3000l., and considering that in all cases of experiment, the materials ought to be furnished free of expense, they held it Mr. Hague's duty to make an allowance upon the account; as to the reference alluded to by Mr. Thomas, they had only to state that a sale of the machinery for old iron, would be preferable to incurring the expense of a reference. It was however agreed, that as it was impossible the subject could be arranged at the present meeting, that it should rest in the hands of the directors, the meeting being fully satisfied that the directors would act in the most advisable way, to protect the interests of the shareholders.

On the motion of Mr. KNAFF, it was then resolved—"That the directors [with the accounts, should be received and adopted, with the addition proposed in respect of the 200 shares held by Mr. Harper."

A highly satisfactory report on the state of the mine from Captain Clynno was read. The further extension of time for payment of the arrears due on the fourth call, was then discussed, when it was resolved that fourteen days more should be given to parties in arrear; if not then paid on the shares, to be absolutely forfeited.—The consideration of the constitution of the company, as to whether the company should be governed by a deed of settlement, or by a registered share list, with rules and regulations, or whether it should continue under the same as it now was, and had hitherto been—a scrip company. The meeting appeared unanimous in thinking that it would be unwise, at the present time, to alter the present system, and passed without further comment a resolution to the effect—"That any alteration would at present be inexpedient."

The CHAIRMAN then observed, that the business of the day having now been transacted, they had only to resign the important trust that had been confided to them by the shareholders; they had to state that they had devoted their best endeavours to forward the interests of the company, and had now only to return them thanks for the confidence the shareholders had placed in them.

Mr. KNAFF considered that the directors were entitled to the best thanks of the shareholders for the very able manner in which they had discharged their arduous duties, and begged to move—"That the directors be re-elected," which was unanimously carried. Mr. Garland being also elected to fill the vacancy occasioned by the retirement of Mr. James Reeves. The two auditors retiring were then re-elected.

An application was made on the part of Mr. Cuttle to be allowed to pay upon the 125 shares held by him, which were in arrears of payment on the calls.

The CHAIRMAN expressed his decided opinion that no countenance ought to be shown to Mr. Cuttle, as, to his knowledge, he might have duly paid the calls upon his recommendation—the meeting disallowed the application.

Thanks having been voted to the chairman and directors, the meeting adjourned.

#### NATIONAL BANK OF IRELAND.

The fourth annual general meeting of the directors and proprietors of the National Bank of Ireland took place on Wednesday, the 23d ult., at the office of the company, Old Broad-street, London.

GEORGE MOFFATT, Esq., in the chair.

The SECRETARY read the report of the directors of the transactions of the company for the year ending the 31st December last.

#### REPORT.

In the report submitted to the proprietors at the last annual general meeting, particular reference was made to the system upon which the branches of the National Bank of Ireland had been formed, and to the alterations found to be essential to the permanent prosperity of the company.

A change involving the interests and prejudices of a numerous and influential body of local shareholders has necessarily been attended with considerable difficulty, but the directors felt the importance of persevering in the attainment of an object which, after the most mature deliberation, was deemed certain to advance the general welfare of the establishment; they have now much satisfaction in being able to report that the conversion of the local stock has been successfully effected at all the branches of the company, with the exception of two; and although the change can scarcely be considered to have had a fair trial during the process of consolidation, yet the result is marked by such augmentation of profits as clearly demonstrates the soundness of the principle by which the directors have been governed, in abandoning the system upon which the bank was originally formed for one securing more simplicity in the working—a more complete control in the administration—and a more perfect unity of interest and action in the general connection.

Since the last annual general meeting the Kautsky agency has been formed into a branch, and the several agencies which had been opened at Kildare, Dingle, Tarbert, Rathkale, Banagher, and Cahirciveen, have been discontinued. The directors have kept a watchful eye upon the various and extensive fluctuations that have occurred in the value of Irish produce, and although anxious that every reasonable accommodation and facility should be afforded for all legitimate purposes of commerce, they have been careful to discourage the tendency evinced to rash speculation during a season of unusually high prices.

The natural resources of Ireland are daily becoming more developed, and there cannot be a doubt that the introduction of capital by joint-stock banks has in a great measure tended to promote the state of improvement, by affording to commerce and agriculture those essential facilities which had so long been required; and while these establishments are conducted upon safe and liberal principles, it can scarcely be doubted that they will receive such encouragement and support as will enable them to prove more remunerative to their proprietors, when the legislature shall have introduced such amendments in the law affecting joint-stock banks as will admit of their extending their usefulness to other districts.

In conclusion, the directors have much satisfaction in stating that the general business of the bank has increased, whilst an important reduction has been effected in the expenditure, and they now beg to submit to the proprietors the following statement for the past year.

Undivided profits at 31st December, 1837..... £ 405 18 6

Net profits for the year ending December, 1838..... 58,798 11 6

58,798 9 6

Defunct half-year's dividend at Midsummer, 1838..... £ 97 10

Ditto ditto, at Christmas, 1838..... 17,300 0 0

Leaving amount of undivided profits at December, 1838..... £ 59,768 9 6

From the foregoing it will appear that notwithstanding the low rate of interest which has been obtained since the last report, and after deducting all ordinary expenses, paying the proportion of preliminary charges (the residue of which will be cleared off by December), and making an ample provision for all bad debts, the directors were enabled to pay a dividend of 5 per cent. and to add the sum of 500l. to the shareholders' reserve fund, thereby showing in the course of one year so great an improvement in the affairs of the company as to warrant the directors not only to express their continued confidence in the property of the establishment, but their firm conviction that the future profits will be considerably augmented by its increasing connections and the important change which has been effected in its constitution.

There are now to be elected four directors in the room of George Moffatt, Esq., Maurice O'Connell, Esq., M. P., Robert Burton, Esq., and E. F. Green, Esq., who retire by rotation, all of whom are candidates for the office, and eligible to be re-elected.

C. BIANCONI, Esq., said that having had before them abundant evidence of the zeal and utility of the four directors who had retired by rotation, he felt much pleasure in moving their re-election to the board of directors.—The motion having been seconded, was carried unanimously.

Mr. MOFFATT said that, having heard the report read, it would now be his duty to submit it for the adoption of the meeting.

A PROPRIETOR—I wish to know whether the directors have taken any steps with regard to the charter of the Bank of Ireland, because that is a most important point to know?

The CHAIRMAN said the directors were also impressed with the conviction that it was a most important question, but had not taken any active steps in the matter of late. They had been in communication with Mr. O'Connell on the subject, and the latter he (the chairman) had received from him that moving so completely embodied the views of the directors, that he perhaps could not do better than read an extract from it.

The PROPRIETOR thought it would be very desirable to hear the sentiments of Mr. O'Connell on the subject of the charter of the Bank of Ireland.

The CHAIRMAN then read the following extract from Mr. O'Connell's letter:—"You ask my opinion as to bringing forward the question of the monopoly of the Bank of Ireland, and I candidly confess to you, that strongly as I am upon first principles in the continuance of the monopoly, I deem it premature to discuss the question until the instructions of the Government are known. Nobody imagines it to be within the range of possibility that the present system should continue, such continuance being out of the question. Some substitute must be found in

order to satisfy the rights of the stockholders, and their claims on Government for the repayment of the loans. Such substituted plan can and ought to be altogether free from the taint of monopoly, and we are not to anticipate that it will be otherwise. In short, there must be a new plan of some kind—a charter, preventing personal liability, but not including any monopoly, would of course be valuable to the stockholders of the bank. Yet until we know what the new plan is to be I think any discussion would be premature, as it must turn upon a supposition case—a case which may never arise. My conclusion plainly is, that for the present we should be silent on this topic, and reserve all our strength, and all our argument, to oppose any absurd or mischievous attempt to continue the baneful effects of the existing power of the Bank of Ireland, if any such attempt should be in contemplation."

A PROPRIETOR thought the statements in that letter must be satisfactory to the shareholders.—Mr. WHEELER said he was fully satisfied with the answer of the chairman.

Mr. FOWLER NEWSAM said he felt particularly happy in proposing a vote of thanks to the chairman and directors, for the zeal and ability they had shown in the management of the concerns of the company.—The motion having been seconded by Mr. WHEELER, was carried unanimously. The meeting then separated.

#### PROVINCIAL BANK OF IRELAND.

The fourteenth annual general meeting of the proprietors of this bank was held on Thursday, the 23d ult. In their report, presented on the occasion, the directors observe, that the business of the institution, during the past year, has been satisfactory in its results, and exhibits, in the most satisfactory manner, the confidence of the country in the bank. The agriculture of Ireland, they remark, continues to improve, and its commerce to increase. Annexed to the report, is the following statement of accounts:—

By the account submitted to the last yearly general meeting of proprietors, the amount of the rest, or undivided profits, at 31st March, 1836, was.....	£99,873 12 6
From which is to be taken the amount of dividends since paid to proprietors, viz.:	
At Midsummer, 1836.....	£31,600
At Christmas, 1836.....	21,600—43,200 0 0
Remain.....	£68,273 12 6
Add thereto the amount of the net profits for the year ending the 30th March, 1837, being the last Saturday of March, 1837, after deduction of all expenses, and providing for all bad and doubtful debts.....	56,773 18 9
Rest, or amount of undivided profit, at 30th March, 1837.....	£125,047 11 5

In this state of the bank's affairs, the directors have not only the gratification of finding that they are fully able to keep up the yearly dividend of 5 per cent. on the paid-up capital of £40,000l., but feeling, as they do, the rights of the existing proprietors to participate in the prosperity of the bank to such extent as can be allowed, with a due regard to the well being of the establishment, the directors have further the pleasure of announcing their intention to pay, in July next, in addition to the half-yearly dividend of 5 per cent., a bonus, or extra dividend, of an equal amount, which will make the whole sum to be then paid 10s. on each 100l. share, and 10s. on each other share of 10l., for the half-year ending Midsummer next.

#### BANK OF FRANCE.

In the remarkable discourse of Baron Charles Dupin, on the causes of the commercial crisis in France, some facts are cited with regard to the Bank of France and its management which are deserving of notice, as it has been taxed on many occasions not only with being deficient in liberality, but also with keeping back the customary amount of accommodation at a moment when most wanted. It is here shown, on the contrary, that the bank had considerably enlarged the sphere of its operations to meet the pressure of the times, and that the amount of its discounts, which in the flourishing year 1836, had been 774,639,880 francs, and in the less prosperous year 1837 731,301,045fr., was increased last year to 867,292,493fr., that is, more in 1838 over 1837 than 4,000,000fr. Nor was this the whole extent of the service rendered to commerce by the bank, for the sums referred to represent only its operations in Paris. At its various branches in the provinces the discounts were increased from 25,000,000fr. in 1837, to 31,000,000fr. in 1838. Exclusive of the additional accommodation thus afforded, there are six departmental or branch banks, established on principles analogous to those of the chief bank, whose operations show a similar result, the discounts, which in 1837 were 325,138,000fr. in amount, having reached in 1838 the sum of 351,733,000fr. Thus the total additional movement of discount business throughout the country by the Bank of France and the departmental banks for the year 1838 over 1837 was about 233,000,000fr., or above 9,000,000fr. When it is considered that this immense extension of the ordinary rate of business was undertaken, and has been safely effected, during the course of the commercial convulsions of last year, such, as it may be fairly said, were never before experienced in that country, it must be concluded that not only was the circulating medium in a sound and healthy condition, but that bank management must be understood and practised on the soundest principles. In similar periods of money panic here, as is well known, the case is widely different, and even if the Bank of England, under circumstances of extraordinary peril to the money and trading interests, has been compelled to come forward and extend accommodation, it was not without imminent risk to its own safety, and rarely without having previously commenced and caused the pressure it was forced at last to relieve by too sudden and vigorous an application of "the screw." The country banks here, in such times of emergency, have however not been able, or, if able, have not dared, to increase their accommodation to the public in the same manner as those of France; but, on the contrary, have been altogether busied in their own preservation against the unforeseen action of the Bank of England, leaving their customers to shift for themselves.

No far as Paris alone was concerned, the extraordinary additional assistance rendered to commerce during the recent money crisis by the Bank of France, may be duly appreciated by the following comparative details of its discount operations for the single month of December in three following years. In December, 1836, the amount was for 32,678,000fr.; in 1837, for 39,335,000fr.; in the same month of 1838, the amount advanced to 106,773,000fr., that is, in 1838, not far from double the discounts over 1837, and above one fifth more than those of that most prosperous commercial year 1836. The value of the paper discounted and in possession of the Bank stood as follows at the periods mentioned:—On the 1st of January, 1838, 92,000,000fr.; on the 1st of Dec., 143,000,000fr.; on the 1st of January, 1839, 163,000,000fr.; on the 1st of February, 185,000,000fr.; on the 1st of March, 180,000,000fr.; on the 1st of April, 172,000,000fr. This liberality and vast increase of accommodation in respect of discounts at a time of peculiar pressure and suffering among the commercial community, and, consequently, of more than ordinary risk, has been carried through, notwithstanding, with so much discrimination as well as spirit, that the loss as calculated to which the Bank may be compromised is absolutely no more than an insignificant per centage upon the enormous total of paper for which money was paid in discounts. Upon 370,000,000fr. value of commercial bills admitted to discount during the first three months of the present year, the eventual loss, as estimated, is not likely to exceed 100,000fr., or about 4000l. loss upon 10,000,000l. of discounts. In the beginning of this year commercial distress was extremely intense. Invaluable multiplied fast, and among them a certain number of those whose names as drawers or endorser were figured on bills held by the bank. Upon a total of 186,000,000fr. of commercial paper held in January, the amount thus so apparently compromised was 3,000,000fr.; upon 190,000,000fr. in February, 2,500,000fr.; upon 175,000,000fr. in March, 300,000fr. only. From the decrease observable in the last month of paper so circumstanced, most of which, it may be observed, however, was guaranteed by other signatures or securities, so that definitively the loss was reduced to about the trifling proportion before specified. It is satisfactory to perceive that, with respect at least to that class of traders and capitalists having money transactions with the bank, the worst of the crisis is over, and it may be hoped that business is returning to its regular and safe course.

For some years past the Bank of France, it appears, has considerably enlarged the circle of its operations, and admitted the paper of a more numerous class of persons. Hence it has resulted that a much greater proportion of bills of small amounts have been taken for discount, and the average value of the bills discounted, which in 1828 was 3516fr., had descended in 1838 to 1390fr. Amongst the discounts operated during the last year there were 138,000 bills or notes for 1000fr. and above, 380,000 for 200 up to 1000fr., and 68,000 for bills below 200 francs (8s.) value. It would seem extraordinary that bills for amounts so trivial as the last should be received for discount direct by the Bank; that, however, is not so, but in order with due regard to its own interest and freedom from unnecessary risk to become as extensively useful as possible among the small traders, or petty commerce, that class of paper is admitted under a distinct system of management. Thus a considerable number of discounters or bill-brokers, who are accredited responsible parties, have a credit opened for them at the bank, and by this means are enabled to make loans and cash bills of the description noted, at a small advance of premium and interest beyond the Bank charge. The lowest order of tradesmen and shopkeepers are thus accommodated with little risk and less trouble by the Bank, which, besides the bills thus discounted, has the security of the bill-brokers by whom they are brought in the endorsement, or to be passed to account. The pains necessary for ascertaining the responsibility of the drawers and endorser of this petty sort of paper fall to the lot of the bill-broker of course, in whose judgment the Bank places confidence, and the continuance of whose own credit depends upon the skill and caution displayed in his transactions.—Times.

#### PROCEEDINGS OF PARLIAMENT RELATIVE TO JOINT-STOCK COMPANIES.

##### TUESDAY.

Commercial, London, and Blackwall Railway—Leave to committee to sit till five o'clock, during the sitting of the House.

Manchester and Birmingham Extension (Stone and Rugby) Railway—Five petitions against; referred to committee on the bill; counsel ordered.

Brighton Cemetery—Bill read second time, and committed to Captain Pechell and the East Sussex list.

Stamman Railway—Bill read third time, and passed.

Newport Dock—Petition for bill reported; report referred to select committee on standing orders.

Message from the Lords—That they have agreed to the London and Croydon Railway Bill; Great Western Railway Bill; and London and Southampton Railway (Portsmouth Branch) Bill.

South Eastern Railway (No. 2)—Bill ordered to be read a second time on Thursday.

Deepford Pier Junction Railway—Bill read second time, and committed to Mr. Barnard and the West Kent list.

Deepford Pier—Bill read second time, and committed to Mr. Barnard and the West Kent list.

London and Birmingham Railway—Report further considered; amendments agreed to; clauses added; amendments made; bill to be ingrossed.

Edinburgh, Leith, and Newhaven Railway—Report further considered [prints having been delivered on Monday, May 20]; amendments agreed to; bill to be ingrossed.

Manchester and Leeds Railway—Report further considered [prints having been delivered on Thursday, May 23]; amendments agreed to; amendments made; bill to be ingrossed.

##### THURSDAY.

Brazil Steam Packet Company—Two petitions against; ordered to lie on the table.

South Eastern Railway (No. 2)—Bill read second time, and committed to Mr. L. Hodges and the East Kent list.

Birmingham Canal—Seven petitions against; referred to committee on the bill; counsel ordered.

London and Birmingham Railway—Bill read third time; amendment made; bill passed.

Manchester and Birmingham Extension (Stone and Rugby) Railway—Petition of Stafford Stratton Baxter, stating that certain petitions against the bill were presented on the first day after the Whitsuntide recess, and that the committee having been appointed to meet on the third day after the expiration of the recess, the committee refused to entertain the said petitions, on the ground that the same had not been presented three clear days prior to the day appointed for the sitting of the committee, as required by the standing orders; ordered to lie on the table.

Ordered, that it be the instruction to the committee on this bill, that, under the circumstances of the case as stated in the petition of Mr. Baxter, the petitioners who presented petitions to this House, on Tuesday last, be permitted to be heard, by themselves or their counsel, upon their petitions, before the said committee.

Manchester and Leeds Railway—Bill read third time, and passed.

Great Western Railway—Lords amendments considered; amendments to be printed.

Edinburgh, Leith, and Newhaven Railway—Bill read third time; clause added; amendments made; bill passed.

Northern and Eastern Railway (No. 1)—Report further considered [prints having been delivered upon Thursday, May 23d]; clause added; bill ordered to be ingrossed.

Northern and Eastern Railway (No. 2)—Report further considered [prints having been delivered upon Thursday, May 23d]; clause added; bill ordered to be ingrossed.

Manchester and Birmingham Railway—Bill reported; report ordered to lie on the table, and to be printed.

Railways (Ireland)—Report thereupon on Monday next.

#### LAW INTELLIGENCE.

##### CITY RAILWAY COMPANY.

##### ROLLS' COURT—MAY 25.

HUGH P. BERTHAM AND OTHERS.—Mr. PEMBERTON, upon the defendants putting in their answer to the bill of complaint, moved that the injunction, which had been granted to stay proceedings upon an action at law commenced by Mr. Francis Bertham against the plaintiffs, might be dissolved.

Mr. KINDERSLEY (with whom was Mr. TILLOTSON) stated that he appeared on behalf of the plaintiff to show cause why the injunction ought not to be dissolved. It appeared that two engineers, of the names of Laxton and Blunt, got up a scheme for making a railway to unite the whole of the railways from London, commenced and to be commenced, at one common centre or terminus, and in order to aid them in their undertaking, they applied to Mr. Francis Bertham, who consented to be their solicitor. It was then understood between them that some portion of the subscription money should be applied in payment of the expenses. These preliminaries having been arranged, the parties in 1836 named their intended railway the Metropolitan Junction Railway, and immediately afterwards they issued prospectuses, stating that the capital was to be 1,000,000l., to be raised in 90,000 shares, and detailing the advantages which the public would derive, and pointing out the never-failing source of profit to persons fortunate enough to obtain shares. Early in March, 1836, fourteen directors had been "caught," each of whom was to qualify himself for his office by being the lucky holder of twenty shares. On the 17th of March, 1836, the first meeting of the directors was held, when the plaintiff was present, and Mr. Francis Bertham was continued in the office of solicitor to the company. Notwithstanding the shares in the undertaking were to amount to 20,000 only, it was alleged that the applications exceeded 77,000. The parties became desirous of obtaining their Act of Parliament, and Mr. Bertham was directed to prepare the usual document, called the parliamentary deed, and also the subscribers' agreement. This latter document was signed by 130 persons in the course of April. In May, 1836, however, the certificates of shares were selling in the market at almost nominal sums, and, with a view to prevent their being worth nothing, a sum of 250l. was paid to Bertham to enable him to buy up shares, so as to give them an appearance of being greatly sought after, and if possible to bring them into demand. Mr. Bertham, however, did not keep the shares purchased, but handed them over to his father-in-law, Mr. Dillon Macnamara, who, it was stated, again disposed of them at a loss. A similar sum was also paid to Messrs. Laxton and Blunt, and was applied for the same purpose, with the like success. The original scheme proposed a branch to Richmond, but another company, called the Birmingham, Bristol, and Thames Junction Railway, having obtained an Act of Parliament, the Metropolitan Junction Railway Company, which had then changed its name to the City Railway Company, abandoned so much of their scheme as had been embodied under the other company's Act. In 1837 Mr. F. Bertham, being in Ireland, wrote to Mr. Dakin, one of the directors, stating that notwithstanding his absence he had not been unmindful of their scheme, and that he had become acquainted with a gentleman by the employment of whom he felt satisfied that great conservative and whig influences might be gained. In the House of Peers many Tory Lords might be influenced, and even the Duke of Cumberland's interest might be obtained. In the House of Commons there was Mr. O'Connell, with his influence, and also Mr. Fitzgerald. In consequence of this gentleman with such overwhelming influence was directed to come over, but proved to be no other than Mr. Dillon Macnamara, the father-in-law of Mr. Bertham. He was, however, appointed agent for the company. He again recommended the employment of a Mr. Costello, both of whom were to be engaged in persuading members of both Houses of Parliament that the country would be ruined if the Act for incorporating the company was not passed. In February, 1837, a bill was brought into Parliament, which was read a second time, after which another change took place, and the company abandoned all that part of their original plan which proposed to make a road between Waterloo Bridge-road and Southwark Bridge-road. The shares in the company in the mean time did not go off so well as was expected, and, as a further stimulus, and to reduce the number in circulation, it was arranged that each of the directors should take thirty shares more in addition to those he already held, the deposits on which were to be paid out of such sums as the directors alleged they were entitled to out of the subscription funds, for giving their time and attention to the affairs of the railway; it was also arranged that a further sum of 60l. each should be given to Messrs. Bertham, Laxton, and Blunt, in order that they might become the apparent purchasers of other shares. In the month of March, 1837, a person of the name of Mill, a grocer at Bessell, presented a petition to the House of Commons, complaining that the names of persons were upon the subscription list who had subscribed for shares for beyond their means to pay; and, further, that many of them received small sums from 1s. 6d. to 5s. 6d. per share, by way of commission, and as an inducement to them to subscribe their names to the subscription list. A counter petition was sent in by the directors, denying the fact stated in the petition of Mr. Mill. Both petitions were referred to the Dover and Deal Railway Committee, before which a similar question was pending; and that committee, by its report, stated, among other things, that the names of many needy persons were upon the list, as well as the names of some who were not the bona fide holders of shares. After this the matter was suffered to drop, and no Act was passed. On the 25th of November, 1837, Mr. F. Bertham sent to the directors his bill of costs, and also, as he had received a great number of deposits on shares, a debtor and creditor account. The amount of the bill claimed was no less than 18,326l. 1s. 6d.; upon this he gave



credit for 88172. The bill, however, contained neither dates or particulars of business done, but one item alone was for an item a sum than 7000l. for the delivery of notices. About a week after this, Mr. F. Beetham wrote to Mr. Busk, stating that he had been frequently forced to employ two or three solicitors, and always upwards of twenty additional clerks in attending to the affairs of the company; he was, however, inclined to act with liberality in some of the charges, but this was not to be used to extend to such of the items as were attended with trouble and anxiety. The directors, however, were far from satisfied either with the liberality of Mr. Beetham or his bill, and they threatened to refer it for taxation. Upon hearing this Mr. F. Beetham wrote to the directors, referring them to Mr. Charnock, of the Temple, as his solicitor, and requesting them to appoint some person to confer with him, and also intimating to them that he should, under the 3d and 4th William IV., claim interest from the 28th of October, upon the sum of 9511l. 2s. 6d., being the balance due to him on the account stated between them for work and labour done. Mr. Beetham accordingly commenced an action against the directors, and they filed a bill and obtained an injunction, restraining him from proceeding, and this injunction the Vice-Chancellor, upon a motion to dissolve, continued to the hearing of the cause. Mr. Beetham, in September, 1836, sent in a further bill to the plaintiff, Mr. Hans Busk, claiming a sum of 325l. 17s., in addition to the 9511l. 2s. 6d.; and, in November following, he commenced an action against him for the amount. Mr. Busk, who was not a plaintiff to the suit before the Vice-Chancellor, now filed his bill to restrain the proceedings, and obtained an injunction, which he now asked might be continued. Mr. Beetham had given no explanation why he had commenced the second action. He had agreed that the expenses should be paid out of the first funds which should be caused by the company. The question, however, had always been treated by Mr. Beetham as a matter of account, till he had been called upon to put in his answer. He had always deemed the money, as for a balance of account. In preparing the answer, however, an alteration had taken place. He (Mr. Kidersley) did not know whether, on account of the wording of the answer, this could be considered as an exception; but Mr. Beetham now insisted that he was the solicitor of the company, and not their agent. The question, however, was one of account; and on that ground, therefore, the plaintiff was entitled to be protected by the injunction of the Court till the hearing.

Mr. PEMBERTON insisted that the present suit was trifling with the process of the Court. The relief sought was precisely the same as in the suit before the Vice-Chancellor. The accounts might have been taken in that suit, but the Court was now asked to take double accounts; the suit, however, was only supplemental, and ought not to have been instituted.

Lord LANGDALE stopped Mr. Pemberton, and observed that the argument used required an answer before they proceeded with it.

Mr. KIDDERLEY considered that the suit before the Vice-Chancellor formed no obstacle to the present, which had been rendered necessary by the conduct of the defendant himself. Mr. Busk was no party to the other suit; but he was open to the annoyance from the defendant, who divided his proceedings to suit his own views; this the plaintiff had felt, and sought relief in this Court. The plaintiffs in the first suit might not press the matters upon the attention of the Court so effectually as Mr. Busk might consider requisite. He had, therefore, declined being a plaintiff; but when a new demand was made, a new case raised, and a new action brought, the plaintiff was left no course but an appeal to a Court of Equity, and adopt his own proceedings to defend himself from the new combination of circumstances.

Lord LANGDALE said, the case was of such a nature, that he could not help expressing his great surprise that the parties had thought fit to bring forward in a Court of justice such a series of deceptions and frauds. There might be great weight in the objection that this Court would not take notice of the dealings between the defendants themselves, but it was unnecessary to come to any conclusion upon it. From the plaintiff's statement, made from the answer of the defendant, he (Lord Langdale) could not help feeling much doubt whether there was such matter of mutual dealings between the parties as to render it necessary to withdraw the case from the jurisdiction of the courts of law. There had been a bill filed by other parties, who had been engaged in the direction of this bubble, in the other Court, and the matter had been discussed before the Vice-Chancellor, who thought it a proper matter of account to be taken in equity between those parties, and accordingly continued the injunction until the hearing of the cause. He (Lord Langdale) doubted whether the Vice-Chancellor had all the facts before him which were brought forward on the present occasion. However, Busk, the plaintiff in this cause, was a defendant in that cause before the Vice-Chancellor, and a party to the proceedings, and as one of the defendants to the first action at law, was protected by the injunction granted, prohibiting the proceeding in that action. Beetham then brought in a further bill of costs, and upon it commenced an action, not against the directors generally, but against Busk also. Busk must be permitted to seek the means of protecting himself against that action, but looking at all the circumstances together, and considering what he (Lord Langdale) did consider the impropriety of conduct in bringing before him separately that matter which had been previously in discussion before the Vice-Chancellor, he thought there was sufficient reason why he should not continue the injunction he had granted. The order nisi for dissolving it must be absolute.

#### COMMERCIAL RAILWAY COMPANY.

RAIL-COURT—MAY 29.

THE QUEEN v. THE COMPANY.—Mr. MAXWELL applied to the court for a rule calling upon the directors of this company to show cause why a writ of mandamus should not issue, commanding them to summon a jury to inquire what damages the occupiers of some premises in Aldgate were entitled to, for the loss they would sustain by the company's line of railway passing within fifty feet of such premises. There was a clause in the company's Act of Parliament which made it compulsory on the directors to give compensation to the holders of premises situate within that distance of the railway line.—Rule nisi granted.

#### BRITISH IRON COMPANY.

COURT OF COMMON PLEAS, WESTMINSTER—MAY 28.

JAMES v. ATTWOOD.—This was an application, on behalf of the plaintiff, to set aside the agreement of reference which had been entered into between himself and the defendant, the party to the well-known suit of "Small v. Attwood," which, about two years ago, occupied so much of the attention of the Courts of Equity. That suit, it will be remembered, arose out of the affairs of the British Iron Company, and was ultimately decided, on appeal, in favour of Mr. Attwood, who thereby came into possession of property amounting to nearly 600,000l. Mr. James, it appears, had been for many years engaged in assisting Mr. Attwood to settle the differences existing between the latter gentleman and the company, and which terminated in the suit in question. For the services rendered by him during that period Mr. James made a demand of about 15,000l., the amount of which Mr. Attwood disputed. The case was eventually submitted to arbitration, during the progress of which several persons, including both Mr. James and Mr. Attwood, underwent an examination before the arbitrator. In the course of the proceedings certain circumstances transpired which induced Mr. James to suspect that some of the witnesses before the arbitrator had given false evidence; and it was on the ground of an alleged technical informality in the agreement of reference, and which prevented an indictment for perjury from being sustained, that the present application came before the court.

Their LORDSHIPS, after some advertising on the circumstance of the principals in a cause being made parties to an examination before an arbitrator, deferred their opinion.

#### GRAND JUNCTION RAILWAY.

COURT OF QUEEN'S BENCH—MAY 30.

THE QUEEN v. THE COMPANY.—This was a rule which had been obtained to quash an inquisition taken on the body of Thomas Hogg, engineer to the defendants, who had been thrown off the tender of the Mermaid engine, and killed. The accident occurred at Perry Bar, which is in the county of Stafford, but the man was conveyed to Birmingham, where the coroner summoned his jury. In the inquisition it was recited, that the company possessed certain engines; that the defendant attended one of them; that the railway business was unskillfully and negligently managed, and another train having met that on which the deceased was, the death of the party was occasioned by the engine, and its value was declared. This rule was obtained on the ground that this amounted to an award of a verdict.

The ATTORNEY-GENERAL now showed cause against the rule. There had been two objections taken to the inquisition. First, that the inquest ought not to have been taken by the coroner for Warwickshire, because the accident had happened in Staffordshire, in which county it was urged that the inquest ought to have been held; and then, as by the inquisition negligence was charged on the company, there could not be any verdict. With regard to the first point, it was urged that the inquest must be held *coram viro coram*, and that the place was of no importance. Then, as regarded the other point, deadlands had formerly been taken from the party by whose property the death had been caused, as they were paid for masses to be said for the repose of the soul of the deceased, therefore anything moving to the death was liable to be treated as a deadland.

Mr. WIGHTMAN followed on the same side. Mr. COWLING supported the rule, but said he must give up the first objection; but he urged that a verdict might be taken where death arose from the assistance of human means.

The COURT was of opinion that the mere statement of value did not declare a forfeiture, and that the Court could not interfere.—Rule discharged.

THE POTTON COLLIER.—The colliers employed at the Poynton and Worth pits ceased working on Tuesday, the 14th ult., in consequence, as we understand, of some differences between them and their employers, and have not since resumed working.

#### THE GOLD DUST ROBBERY.

CONFESION AND FULL DISCLOSURE OF SOLOMONS.

On Saturday, after the eight charges had been disposed of at Lambeth-street, Henry Solomon, Lewis and Ellis Casper, Henry and Amelia Moss, Emanuel alias Money Moses, Alice Abrahamson, and Sarah Levy, the persons in custody for being concerned in the gold dust robbery, were placed at the bar before Messrs. Hardwick and Combe, and Mr. Barnell, a country magistrate, for further examination. Messrs. De Mole and Humphreys, solicitors, and Messrs. Clarkson and Ruspasse, barristers, attended for the prosecution, and Messrs. Buckland, Elias and Charles Isaacs, Abrahamson, and Yates, solicitors, and Messrs. Adolphus and Phillips, the barristers, for the prisoners. As soon as the names of the different prisoners were called over, Solomon was released from the bar, and, after being cautioned in a solemn manner that he was to make a full disclosure of the whole of the transactions, so far as they came within his own knowledge, and not reserve any of the particulars with the view of screening himself or other persons, he was sworn, and admitted as an evidence for the Crown and prosecution. He stated that in the month of March last he carried on the business of a gold dealer and refiner at the shops 33, Strand, and 9, Coventry-street, Haymarket. On Easter Tuesday last the prisoner, Money Moses, whom he had known for eight or nine years, came to his shop in the Strand, and said he wanted to speak to him (witness) and at the same time proceeded to the back part of the shop. He (witness) followed him, and on his intimating that what he wished to say should be in private, they proceeded into the drawing-room, where his daughter Mary was seated at the time, but, perceiving that he had a person with him, she instantly left. As soon as they were alone Moses asked him if he would purchase some gold dust, and what he would give an ounce for it; witness told him gold dust varied in value from 3l. 15s. an ounce upwards. Moses then said he had a quantity of it for sale, and he replied that he could not take more than thirty ounces until he saw what it was and tried it, and agreed to take thirty ounces, at the rate of 3l. each. Moses then said he would send his daughter Elsey, meaning Mrs. Abrahamson, with it in the course of half an hour; but, before leaving, he said to witness, "Now, remember, you don't know me, nor I you." In short, three quarters of an hour afterwards the prisoner, Mrs. Abrahamson, came to his shop, and said "I have brought what my father has been speaking to you about." She then proceeded into the workshop at the back of the shop in the Strand, and he, Solomon, instantly placed a crucible on one of the furnaces, which was then alight. Mrs. Abrahamson produced several lumps of gold from her bosom and pockets, which she put into the crucible, and remained there until it was melted, and they both returned with the produce into the shop. Perceiving, on weighing the gold, that she had brought much more than he had bargained for, he said something on the subject to Mrs. Abrahamson, upon which she replied, "There is nothing to fear; there is a great deal more of it, but it is under lock and key," and at the same time produced a bunch of keys, which he, Solomon, would know again. She also said at the time, she wished it should be all melted down that day. He, witness, at the time, expressed some fear or intimidation on the subject of receiving the gold, upon which she, the prisoner, Mrs. Abrahamson, laid hold of his arm, and swore a solemn oath in the Hebrew language, to the effect that, as she hoped for futurity, she would not divulge that he, Solomon, had melted it. To the best of his witness's recollection, there were 110 ounces in the first portion of gold brought by Mrs. Abrahamson, and for this he paid at the rate of 3l. per ounce, and gave her 330l. in notes and sovereigns. On leaving his shop he understood her to say she would return with more of the gold. She returned again, in about half an hour or so, with an additional quantity of gold about her person; and this also he melted down. After he had done so he told her that he could not pay her for it, as he had not so much money in the house; but at the same time told her that he had re-melted a portion of what she had brought before into a bar, and had sent his son into the city to get money upon it. The bar so melted he had alloyed with some silver-gilt lace, and sent it by his son to Messrs. Cock and Johnson, of Hatton-garden, with instructions to raise 400l. upon it. Mrs. Abrahamson in the interim came to and returned from his shop three or four times, bringing gold each time. While waiting the return of his son, Mrs. Abrahamson went into the drawing-room, and being there for some time, her mother, Mrs. Money Moses, called and said that her husband was very uneasy about Elsey stopping so long; but on his explaining the cause to her she expressed herself satisfied, and went away, leaving her daughter at his (Solomon's) house. On his witness's son's return, he produced 400l. in notes and sovereigns, and said he received a cheque for 400l. from Messrs. Cock and Johnson, on the banking-house of Deacon and Co., that in exchange he received a note for 300l., and subsequently proceeded to the Bank of England, and got it exchanged there. These notes and gold he paid over to Mrs. Abrahamson, who had waited. Just as he received them, and on striking the balance after this, and the price of the gold which had been brought by her and melted down, he found that he was still indebted in a balance of from 2000l. to 3000l., and whatever the amount was, he gave her an I O U for the difference, and the prisoner went away.

Mr. CLARKSON.—In the memorandum you made of the gold, was there any portion of the gold dust, as it has been called, which had been brought to your shop by the prisoner, Mrs. Abrahamson, which had not been entered without memorandum? Solomon.—Yes; the last time she came she produced from her pockets the shavings, which my young man, John Dean, melted for her, nearly five ounces, which amounted to 15l. This I paid to her separately, and she requested I would not tell her father of it, as it was the "shaking of the bag," and I had not entered it in the memorandum I have been speaking of. On the next day, Easter Wednesday, he (Solomon) and his young man, John Dean, re-melted some more of the gold, and alloyed it with some Russian copper coin, throwing them into the crucible at the same time.

Mr. CLARKSON.—Now, Mr. Solomon, may I ask you why it was you threw these pieces of Russian copper into the crucible on this occasion?

Solomon.—It is ridiculous in me to disguise the object, and therefore I'll not disguise it. The fact is, I had a strong suspicion about the gold, and I added the copper to disguise the colour. The gold melted with the copper was cast into two bars, and this he had sent by his son, Salim, to the house of Messrs. Bull and Co. on the Wednesday, desiring him to get 1200l. upon them. Soon after his son had returned with this amount, in eleven notes of 100l. each, and 10 sovereigns, Mrs. Abrahamson called on him, and he paid over six of the 100l. notes and the 100 sovereigns in the presence of his son Salim. On deducting this latter amount from the memorandum which he had previously given to Mrs. Abrahamson, he found that the balance was 1500l. odd, and Mrs. Abrahamson having given him back the I O U which he had previously given, he destroyed it, and gave her another for the real balance. He was also about to destroy the memorandum which he had made out describing the weight of the gold and the amounts paid by him for it, when Mrs. Abrahamson requested he would not do so, as she said her father would be very angry indeed if she did not bring it home for him to see it. The I O U which he gave on that occasion was the one now produced by Row the officer. It was written while he was under a state of agitation, and might be different from his ordinary style of writing; but still it was the same he had given. Mrs. Abrahamson called on him three or four times afterwards, and said her father was very anxious to have the balance of the money, and requesting he would pay it. He told her that such was the state that had been made about it, and so much had been said about the robbery, that he could not venture to sell an ounce of the gold; that, on the contrary, he apprehended some serious consequences for having had anything to do with it, and begged of her, for God's sake, not to come near his house for the present, as he could not then think of paying her a shilling; a account of it. After this she called once, and after that he had received a communication from his brother-in-law, Mr. Reese, to whom she had applied on the subject. After this he received a summons to attend at this office to give evidence on the subject of the robbery, when the Caspers were in custody. Being much alarmed, he sent his son to the prisoner Moses, to date how much money he was circumvented, and to know if he had the notes he paid him, for, if so, he would get him gold for them. His son brought him back a message from Mr. Moses to the effect, that he was not to be a child, for that neither his Moses's name, nor that of his, would transpire in the transaction. He (Solomon) subsequently gave directions to his son and his young man Dean, to get as many of the notes that had been paid for the gold dust as possible from those to whom they had been paid, and to get gold for them. The first gold dust of the 100l. notes which had been paid to Moses, together with fifteen tens and two fives, and gave gold in exchange for them.

Adolphus and the legal gentlemen employed for the prosecution, declined putting any question to the witness, and at the termination of his evidence Mr. Clarkson made an application to Mr. Hardwick to have him sent back to the place from whence he came, and detained to a future period. Solomon, however, instead of being again placed in the dock with the other prisoners, was ordered by Mr. Hardwick to be taken into the front office, and kept there in the care of an officer till the examination was over.

The next witness called was Mr. George Robinson, clerk to Mr. Yantley, an attorney in the neighbourhood of Hatton-garden, who, previous to his examination, urged several objections to his being called on to give evidence in a case, and touching matters peculiarly of a professional nature, and upon which he had been consulted as the legal adviser of one of two of the prisoners in the dock.

Mr. CLARKSON observed that the simple and only evidence which he required from the witness was touching the fact of his having received 400l. from the prisoner Moses, together with the I O U for 100l., and which had subsequently been found on that prisoner by H. W. the officer.

Mr. Robinson, after making statements and objections, admitted the fact that the notes and I O U which he had received were those which he had handed to Moses, and were found upon his person by Row.

A discussion here took place about the prisoner, Mrs. Abrahamson, being previously sworn as a witness, and being subsequently treated as a principal, during which Mr. Robinson remarked that she it was who had disclosed to him who the receiver of the property was, and that terms had been held out to her, on the part of those engaged for the prosecution, to admit her as a witness to corroborate the testimony of Moses.

Mr. CLARKSON observed, that at the time, no idea had been entertained on the part of the prosecutor, or those advising him, that Mrs. Abrahamson had been so intimately mixed up with the robbery.

Row, the city officer, was examined at considerable length, and his evidence all went to leave no doubt whatever as to the guilt of the Caspers.

Several of the witnesses were examined as to some minor facts in the chain of evidence, and at six o'clock, and after an examination of nearly six hours, the prisoners were again remanded until Friday week.

During the examination, the office was filled almost to suffocation, and when the prisoners were being removed in the van there could not have been less than from 700 to 800 persons in the street in front of the office, all anxious to get a view of them.

#### LIST OF NEW PATENTS FOR MAY.

John Boyd, College-street, and Hugh Francis Rennie, Glengall-street, Belfast, flax-spinners, for certain improvements upon the spinning frame used for spinning flax, hemp, and tow, upon the wet principle.

Julius Skrine, Esq., Cambridge, for improvements in manufacturing forks and spoons, coins and medals.

James Smith, Deanston Works, Kilmarlock, cotton-spinner, for certain improvements in the machinery for spinning and twisting of wool and other similar fibrous substances.

John Roston, Edenduff, Lancaster, manufacturer, for certain improvements in the construction of looms for weaving.

Joseph Hunt, of Dalton-terrace, Middlesex, gentleman, for improvements in the manufacture of soda and other valuable products from common salt.

David Naylor, Copley Mill, Halifax, manufacturer, and John Crilum, jun., Manchester, machine-maker, for certain improvements in machinery for weaving single, double, and treble cloths by hand or power.

George England, Gloucester-terrace, Vauxhall-bridge Road, engineer, for an improved screw-jack for raising or moving heavy bodies both vertically and laterally.

William Davis, Leeds, machine-maker, and George Kinder, of Almondsbury, cloth-dresser, for certain improvements in machinery for dressing and sizing woollen cloths.

Joseph Maudslay and Joshua Field, Lambeth, engineers, for improvements in the construction of marine steam-engines, which are particularly applicable to steam-engines of the largest class.

James Whitelaw, Glasgow, for an improved rotary machine to be worked by the pressure and re-action of a column of water, which machine may be used as a steam-engine; also an improved water-meter, and a machine for raising water or other liquid by its centrifugal force.

Edward Oliver Manby, Swansea, civil engineer, for a new method of manufacturing gas for the general purposes of illumination.

Germas Le Normand De L'Osier, of the Tavistock Hotel, Covent-garden, merchant, for improvements in machinery for raising water.

Richard Prosser, Birmingham, civil engineer, for certain improvements in machinery for making nails and screws.

William Harper, Cooper's-court, Cornhill, patent stove manufacturer, and Thomas Walker, Birmingham, machinist, for improvements in stoves and grates.

George Stocker, Birmingham, Warwick, brass-founder, for improvements in cocks or apparatus for drawing off liquids.

Moses Poole, Lincoln's-inn, gentleman, for improvements in reducing the friction of axletrees and axletree boxes, and other such moving parts of machinery.

John Henry Rodgers, Birmingham, merchant, for improvements in clasps or fastenings, principally applicable to certain articles of dress.

John Williamson Whittaker, Bolton, joiner, and Rowland Hall Newton, of the same place, cotton-spinner, for certain improvements in the means of connecting or uniting straps or bands for driving machinery and other similar purposes, and in the apparatus for effecting the same.

John George Bodmer, Manchester, engineer, for certain improvements in machinery tools, or apparatus for cutting, planing, turning, drilling, and rolling metals and other substances.

John Walker, Allen-street, Lambeth, Surrey, oven builder, for certain improvements in coke ovens.

James Vardy, Wolverhampton, gentleman, for improvements in rolling iron.

William Jefferies, Holme-street, Mile End, metal refiner, for certain improvements in the process of smelting or extracting metal from copper, and other ores.

Thomas Harper, Grange, near Newham, Gloucester, merchant, for certain improvements in railways or tramroads.

Nicholas Troughton, Leicester-street, Regent-street, gentleman, for improvements in obtaining copper from ores.

Nicholas Troughton, Swansea, Glamorgan, for improvements in the manufacture of zinc.

Henry Griffiths, Acton-place, Camden Town, Middlesex, artist, for improvements in the process of producing prints, or impressions from steel, copper, and other plates.

Martial Augustin Joseph Herpyron, Leicester-street, St. Martin-in-the-fields, mining engineer, for an improved machine or apparatus for washing and bleaching wool, cotton, silk, linen, and other fibrous materials either in a manufactured or unmanufactured state.

Thomas and Charles Clark, of Wolverhampton, iron-founders and co-partners, for an invention for glazing and enamelling cast-iron hollow ware, and other metallic substances.

Benjamin Hick, of Bolton, engineer, for certain improvements in machinery or apparatus for drying cotton, woollen and other fabrics, and other fibrous substances or materials.

THAMES TUNNEL.—This great national undertaking is rapidly progressing, and the most sanguine expectations are entertained of reaching low water-mark, on the Middlesex shore, before the termination of the summer. The works have now progressed to within thirty-five feet of Trinity low water-mark on the north side, and from the state of the shield and the general appearance of the excavation, it is believed that all danger has been surmounted. When low water-mark is reached, a shaft will be sunk on the Wapping side of the river, and the workmen will continue their labours at both ends of the tunnel. It is expected that the subterranean communication between Surrey and Middlesex for foot-passengers, will be opened in about fifteen months. The number of visitors has greatly increased of late, and the book which is kept in the tunnel for the entrance of names contains the signatures of the most distinguished characters in Europe, including many scientific men.

ANDERSON'S STEAM CARRIAGE.—The steam carriage, or drag, invented by Sir James Anderson, is entirely built of iron, except the wheels, which are of great strength and durability. The frame is perfectly unshakable, though very light, and the axle-tree springs so arranged, that an inequality or ruts in the road can have no injurious effect. It is lower and shorter than the stage-coaches, but broader, in order to prevent any possibility of upset; and, although made of iron, the weight leaves no greater track on the road than other carriages—and the face of the wheels being six inches broad, it is expected that they will not as rollers, harden the surface, and not cut into it, as is the case with narrow wheels. The cylinders or engines which drive the carriage are twelve inches in diameter, the stroke twelve inches, and the heating surface of the boiler is above 500 feet. The power at all times available is fully equal to sixty-three horses; and the consumption of fuel is so small, that about 2d. per mile will cover the expense. The engine, when at work, burns about a hundred weight of coke per hour. The passenger carriage is to be attached to the drag, and contains room for thirty to forty persons. It has been built in Dublin, and will be forwarded to London with the drag, after a public trial has been made of both in Dublin.

GAS-LIGHT.—The earliest application of this artificial light, on a large systematic scale, was made at Manchester; where an apparatus for lighting the great cotton mills of Messrs. Phillips and Lee, was fitted up in 1804 and 1805 under the direction of Mr. Murdoch. A quantity of light, nearly equal to 3000 candles, was produced and distributed in this building. This splendid pattern has been since followed very generally in Great Britain, and more or less in many parts of the continent of Europe and America. By the year 1822 gas-lighting in London had become the business of many public companies. In 1822 there were four great companies, having in all forty-seven gasometers at work, capable of containing 917,940 cubic feet of gas, supplied by 1315 retorts, which generated per annum upwards of 397,000,000 cubic feet of gas, by which 61,203 private lamps, and 7268 public or street lamps, were lighted in the metropolis. Besides these public companies, there were likewise several private ones.—*Dr. Ure's Dictionary of Arts.*

A project was on foot a short time since for lighting all Paris, by means of a light placed on one of the highest monuments in the capital, and the result to be obtained was to have been derived from a combination of gas with certain chemical substances. This idea was laughed at at the time, but it seems about to be reduced to practice, and the public are, it is said, shortly to witness the experiment.

HOW TO GET UP A BANK.—The bank commissioners appointed by the legislature of Michigan, in their late report tell a curious story of the manner in which the Bank of Oakland was established. It appears that one W. S. Stevens, the principal owner of the concern, borrowed 5000 dollars in specie of a neighbouring bank, and sent into the Oakland institution, to be duly credited by the cashier as capital stock paid in. He then immediately drew it out on his own account, and afterwards sent a hired man with it to be credited a second time as paid capital. This manoeuvre he again repeated, thus enabling the cashier to swear that 15,000 dollars in specie had been paid in, and consequently to set the bank in operation. This accomplished, the 5000 dollars were returned to their original owner.—*American Era.*



**IRISH RAILWAYS.**—A full and interesting REPORT of the PUBLIC PROCEEDINGS on this important question, with extracts from the statistical journals of the day, on foreign, especially Belgian, railways, also, Remarks on English Railways, with a map of Ireland, showing the lines projected by private parties, as also the three trunk lines proposed to be made by Government, with observations on the advantageous prospects of forming railways in Ireland. By THOMAS BERRINGHAM, Esq., Chairman of the General Irish Railway Committee. London: published by Messrs. Forster, 41, Fleet-street; and Smith, Elder, and Co., Cornhill. Price 2 s. 6d.

#### MEETINGS OF SCIENTIFIC BODIES. IN THE ENSUING WEEK.

SOCIETY.	PLACE OF MEETING.	DAY.	OUR.
Royal Asiatic	14, Grafton-street	Saturday	2 P.M.
Entomological	17, Old Bond-street	Monday	8 P.M.
Linnean	Robt. square	Tuesday	8 P.M.
London Electrical	21, Regent-street	Tuesday	8 P.M.
Horological	1, Cannon-row	Tuesday	8 P.M.
Civil Engineers	Adelphi	Wednesday	7 P.M.
Society of Arts	8, Mercer House	Wednesday	8 P.M.
Geological	Charlotte-st., Bloomsbury	Thursday	7 P.M.
Scientific Society	Romeret House	Thursday	8 P.M.
Royal	Romeret House	Thursday	8 P.M.
Antiquaries	Romeret House	Thursday	8 P.M.
Royal Institution	Albemarle-street	Friday	8 P.M.

#### PUBLIC COMPANIES.

##### MEETINGS.

London Joint-Stock Bank (general)	Princes-street, Bank	June 1	11.
Bank of Australia	18, Aldermanbury	3	2.
Grand Union Canal	26, Surrey-street	3	11.
Albion, Hamburg, & Lubbeck Railway	George and Vulture	3	12.
Northern and Eastern Railway	61, Moorgate-street	3	12.
Trevelyan Mining Company	2, Paternoster-lane	3	12.
Lancashire Railway and Dock	London Tavern	3	1.
Bank of British North America	7, St. Helen's-place	4	12.
Grand Junction Canal	Crown and Anchor	4	12.
Regent's Canal	City-road Basin	5	1.
United Hills Mining Company	George and Vulture	5	1.
Thames and Medway Canal	Union-court, Old Broad-street	5	1.
Birmingham, Bristol, & Thames Junction	Rt. Robert-street, Adelphi	5	1.
Hammersmith Bridge	Crown and Anchor	6	1.
Holmshurst Mining Company	Office, New Broad-street	6	12.
Survey Iron Railway	Spread Eagle, Wandsworth	6	11.
North Consolidated Mining Company	Court-house, Leeds	7	2.
Bolton Mining Association	London Tavern	7	1.
Jamaica Steam Navigation Company	Jamaica Coffee-house	11	1.
Mexican and South American Company	New Broad-street	12	1.
London Joint-Stock Bank (special)	Princes-street	12	12.
Grand Junction Water-works	Brook street	13	12.
Mount's Bay Mining Company	King's Arms, Holborn-bridge	14	1.
Consolidated Lead and Silver Mine	London Inn, Devonport	17	12.
Vauxhall Water-works	Kensington-lane	17	3.
Legal and General Life Office	Office, Fleet-street	17	1.
Eastern Counties Railway	London Tavern	17	12.
Colony Mining Association	2, Freeman's-court	20	2.
Gas Light and Coke Company	New Bridge-street	22	1.
Kidderminster Mining Company	London Tavern	22	1.
National Provincial Bank of England	15, Austin-friars	25	12.
Ferran Consolidated Mining Company	St. Mildred's-court	26	1.
Atlas Insurance Company	Office, Chippendale	July 3	1.
Redmoor Consolidated Mining Co.	2, St. Mildred's-court	3	1-2.

##### CALLS.

Van Diemen's Land Company	16, June	1	10, Old Broad-street.
National Reversionary Investment	24, June	1	60, Old Broad-street.
West Durham Railway	12, June	1	London Joint-Stock Bank.
London, Newcastle, & Shipping Co.	12, June	1	62, Threadneedle-street.
Wheat Morgan Mine	14, June	1	29, Poultry.
London and Brighton Railway	14, June	1	Smith, Payne, and Co.
Gas Light and Coke Company	16, June	1	5, Freeman's-court.
Edinburgh and Glasgow Railway	16, June	1	4, as former calls.
Midland Counties Railway	16, June	1	Glyn, Holfax, and Co.
West Wheel Jewell Mining Co.	16, June	1	17, London & Westminster Bank.
London and Birmingham Rwy	16, June	1	10, Western Dist. Bank, Truro.
Hotels	16, June	1	Glyn and Co.
Camelion Iron and Steel Co.	24, Aug.	1	London Joint-Stock Bank.
Rhymer Iron Company	16, Sept.	1	7, Laurence Pountney-hill.

##### DIVIDENDS.

Anglo-Mexican Mint	24, per sh.	9, New Broad-st. June 1.
Consolidated Copper Mines of Col.	25, per share	25, Austin-friars June 29.
Equitable Reversionary Interest Co.	12, per cent	10, Lancaster-street.
Alliance Insurance	12, per cent	1, Bartholomew-lane.

#### NOTICES TO CORRESPONDENTS.

Mr. Berringham's pamphlet on Irish Railways has been received; also Captain Bollen's Report on the plan proposed for constructing Docks at Diamond Harbour, on the River Hoogly, in Bengal.

## THE MINING JOURNAL, And Commercial Gazette.

LONDON, JUNE 1, 1839.

While the extension of railways is progressing in England with a rapidity which is truly astonishing, when we consider the great expense of the works, the difficulties to be overcome, and the recent period at which the system was introduced, it is interesting to remark the corresponding exertions of our shrewd and cautious neighbours on the other side of the Tweed. The position of Scotland with regard to railways has many local peculiarities which are deserving of notice, and, indeed, essential to a proper understanding of her situation in this respect. The great valley of the Forth and Clyde, which stretches across the country from east to west, has been richly gifted by Nature with all the materials which are requisite to concentrate a numerous, industrious, and wealthy population within its confines. Throughout a large portion of this extensive tract, coal and iron, in vast abundance, lie beneath the surface, and the country possesses the advantage of navigable rivers, opening both to the eastern and the western coast.

We need hardly observe on the extent to which these natural advantages have been cultivated, not only is the ancient metropolis of Scotland, situated in this favoured tract, but it includes numerous flourishing, commercial, and manufacturing towns, among which we need only name Glasgow, Paisley, Renfrew, and Greenock, while the Forth and Clyde, and other canals, have long opened most important communications throughout its whole extent, and afforded the requisite facilities for the transport of its produce. Coal mines have been opened in all directions, and numerous iron works established in all the most favourable localities—the produce of which has, of late years, greatly increased in importance. It is within the tract of country above noticed that all the present railway undertakings of Scotland are confined; and they have been judiciously so arranged as to open, when completed, a communication between all the principal towns, from the eastern to the western coast. The comparatively thin population of the country round the border, and its elevated and irregular character, have not yet afforded sufficient inducement to carry railways southward into it to unite with those of the north of England; but these necessary connecting links, as is well known, have long been in contemplation among English capitalists, and their construction will, doubtless, be accelerated by the rapid progress of the Scotch lines with which they will hereafter communicate.

The cautious capitalists of the North were by no means hasty or premature in their support of the railway system; nor was it till its utility and successful results had been pretty firmly established in England that any serious efforts were made for its introduction. The opposition of interested parties created much delay in the first instance, but this having at length been overcome, the undertak-

ings have been gone into with spirit and judgment, and the two great lines, from Edinburgh to Glasgow, and from Glasgow to Paisley, Kilmarnock, and Ayr, are now proceeding with great rapidity, and in a manner which cannot fail to be satisfactory to the shareholders.

On the Edinburgh and Glasgow Railway the contracts for about half the line, comprehending the most difficult portion of the works, have already been arranged on satisfactory terms, and it is anticipated that in little more than two years this railway will be opened to the public. Its extent and locality so much resemble that of the Liverpool and Manchester line—a large sea-port at one extremity, and a populous manufacturing town at the other, that we cannot doubt the traffic will be immense, and the profits proportionally large, while the benefit to a vast population thus brought in close proximity for the purposes either of business or pleasure, must be extremely great. In the progress of a railway which has encountered such strenuous opposition as this, it is pleasing to observe the decline of all hostile feeling from formerly conflicting interests—and such, we may remark, has been the case. The Union Canal Company, and the Forth and Clyde Canal Company, both of which opposed in Parliament the passing of the Bill, have now arranged in a most satisfactory manner with the Edinburgh and Glasgow Railway Company for the necessary interference of their works, which might otherwise, even in their present stage, have been still further delayed and embarrassed.

The Glasgow, Paisley, Kilmarnock, and Ayr Railway extends the communication from the capital to the western coast, embracing many considerable towns in its circuit; and is further interesting from its southerly direction, which brings it within less than sixty miles of Dumfries, and eighty or ninety of Carlisle—thus opening a most favourable point of junction with the contemplated line north of Lancaster, whichever direction it may take. The works upon this line are proceeding in so satisfactory a manner, and with so much activity, that it is expected to be opened to the public in little more than another twelvemonth, when the summer tourist of our beautiful lake districts will, by a mere trivial extension of their journey, be enabled to visit Glasgow and Edinburgh, and be brought within a moderate distance of the Scotch Highlands. So forward, indeed, are the works upon this railway, that it is intended to open the southern portion of it in July next, so as to communicate between Ayr and Irvine, a distance, we believe, of about fifteen miles.

In order fully to appreciate the great judgment and activity with which the directors of this railway have carried on their operations, we may observe, that the works were only commenced about a twelvemonth ago; yet carriages and locomotives will shortly be in readiness for the approaching partial opening; and it is further expected that the line will be completed without exceeding the cost originally estimated—a result which, should it, as we trust, be realised, will reflect the highest honour upon the engineer.

Independently of the two great lines before noticed, which have been laid out with great judgment, so as to extend from coast to coast, and to embrace many of the principal towns of central Scotland, several railways of a less prominent character, but, perhaps, scarcely inferior in ultimate value, are now in progress, which will open communications between this great trunk line and the towns in its vicinity. Among them we may name the Edinburgh and Dalkeith Railway, and the Glasgow and Greenock Railway, while other lines, as yet only projected, will receive fresh stimulus on the completion of those now in progress, all of which promise to realise the most successful results to the proprietors.

The rapid progress of the Scotch railways is, undoubtedly, fast paving the way for those important connecting links which will unite them with the lines now executed in the north of England, and, in fact, by the various ramifications of other railways, both with the metropolis, the manufacturing districts, and the southern coast. We have little doubt that both an eastern and western line into Scotland will be eventually executed; nor do we consider there is any reason for jealousy or opposition between the two projects, believing that there is an ample field for both. Supposing them both to be executed, it is evident that all the communication between England and Scotland, which, great as it already is, would be vastly increased by the additional facilities thus afforded would at once flow into these two channels, and produce an ample return for the outlay on each.

The delay which has taken place in the execution of these lines will, we have no doubt, be ultimately highly beneficial to them. The country to be passed over is, from its elevated and undulating character, one which presents many engineering difficulties, and although we are well aware that these would readily be overcome, yet the longer the country is studied, and the more repeatedly it is examined, the more perfect will be the means employed, and the less outlay will be requisite for the purpose—elements of great importance to the remunerative results of those great undertakings, which will have for their object the improved communication of the English and Scottish metropolises.

It will be seen that the past week has added to the melancholy list of colliery accidents, to which so many unfortunate persons annually fall victims. The accident to which we allude took place at Kingswood, near Bristol, in consequence of the works having been unwittingly communicated with the excavations upon an exhausted seam of coal, which were, of course, filled with water; the water rushing out upon the workmen with sudden and irresistible violence as soon as the fatal communication was opened. Thirty-six persons, were at work in the colliery at the time, but of these twenty-five, who were employed in the upper works, or were near the pit at the moment of the accident, were, fortunately, able to escape, leaving eleven of their companions victims to the interruption.

Accidents arising from thus unknowingly carrying forward the works of collieries into old excavations, charged with immense bodies of water, are, unfortunately, frequent in their occurrence, and scarcely less destructive of human life than explosions of the fire-damp. It must be obvious, however, that accidents of this kind ought to be, far more under control than the latter.

Were a proper system adopted of keeping plans and records, not only of mines now at work, but of abandoned mines also, it would always be in the power of the managers to ascertain in what situations danger was to be apprehended, and to adopt the necessary precautions for ensuring the safety of the men. At present, for want of such documents, what large sums of money are continually thrown away in making useless trials, and how often do the unfortunate individuals employed rush unconsciously upon an awful and overwhelming fate, as in the case before us. In a country where human life is so highly and so properly valued as in our own, it is astonishing that so little attention is paid to the dreadful sacrifice which is continually taking place from causes such as those we have noticed; and that the necessary remedial measures, obvious, simple, and effectual as they are, should not at once be carried into effect. The loss of life, much as it is to be deplored, forms, however, in these cases, but a portion of the evil to be lamented: need we more than glance at the distress and destitution of the wives and families of the sufferers—a subject which we have on former occasions entered so fully into.

#### THE FUNDS CITY, FRIDAY EVENING.

Consols closed at 93½ for money, and 93¼ 94 for July opening. The Three-and-a-Half per Cent Reduced Annuitants 100½, and the New Three-and-a-Half per Cent 101½. Bank Stock 194 money. India Stock 26 money. Premium upon Exchequer Bills 25 26, on India Bonds 20 30. Portuguese New Five per Cent 35½, and the Three per Cent ditto 21½ for the account of 14th June. Spanish Bonds 19½ 20, with the May Coupons. Passive 4½, and Deferred 8½. Brazilian Bonds 79½, and the Scrip of the New Loan at par. Colombian 31, and Mexican Six per Cent 26½. Dutch Two-and-a-Half per Cent 56½; Old Fives 102½; and New Loan 99½ money.

Great Western Railway Shares 9 pm.; Brighton 9 dis.; Birmingham 79 80 pm., and the Quarter Shares 24 pm.—British North American Bank Shares 1½ 1½ pm. London Joint Stock 3½ pm. London and Westminster 3½ 3½ pm. Provincial Bank of Ireland 22 pm.

The following notice was posted in the Discount-office of the Bank of England on Thursday:—

"The Governor and Company of the Bank of England do hereby give notice that they are ready to receive applications for loans upon the deposits of bills of exchange not having more than six months to run, Exchequer Bills, East India Bonds, or other approved securities, such loans to be repaid on or before the 23d of July next, with interest at the rate of 5 per cent. per annum, and to be for sums of not less than 2000l. each.

"Bank of England, May 30, 1839."

The announcement on Tuesday in the House of Commons, by the Chancellor of the Exchequer, that it was his intention shortly to propose "a resolution on the subject of the postage of letters," has given great satisfaction in the City. Now that the ministerial support is obtained for the reduction in the rate of postage, there can be no doubt that this plan will soon be carried into effect. The feeling in the City is, that by putting themselves at the head of so universally popular a measure, ministers would obtain a great accession of moral influence throughout the country.

#### LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Three per Cent. Red. Annuitants, 92½; Three-and-a-Half per Cent. Reduced, 100; Long Annuitants, 14½; Consols for Account, 93½; Exchequer Bills, 24 26 premium; East India Bonds, 28 premium; Dutch Five per Cent., 102½; Ditto Two-and-a-Half per Cent, 55½ 6½; Portuguese Five per Cent 35½; Ditto Three per Cent 21½. Railways:—Brighton, 9½ 8½ dis.; Great Western, 8½ 9½ premium; London and Birmingham, 78 80 pm.; New, 23 24 premium; Southampton, 45 46 per share.

TAURO, MAY 30.—Average standard, 105½. 1s. 0d.—Average produce, 78.—Quantity of fine copper, 324 tons 14 cwt.—Amount of money, 22,180l. 11s. 0d.—Average standard of last sale, 105½. 8s.—Produce, 74.

PRICES OF SHARES AT LIVERPOOL.—Eastern Counties Railway, 10½. 5s.; Grand Junction, 200l.; Liverpool and Manchester, quarter shares, 46l. 5s.; London and Birmingham, new quarters, 27l. 7s. 6d.; London and Brighton, 7l. 17s. 6d.—Gore's Liverpool Advertiser.

PRICES OF SHARES IN BIRMINGHAM.—Birmingham Banking Company, 23l. 12s. 6d.; Birmingham and Midland Bank, 40l. 17s. 6d.; Town and District, 8l. 5s.; Coventry and Warwickshire, 13l. 10s.; Commercial Bank of England, 3l. 7s. 6d.; National Provincial, 36l. 15s.; Stourbridge & Kidderminster, 13l. 10s.; Wolverhampton & Staffordshire, 16l. 15s.—London and Birmingham Railway, 164l.; ditto, quarter shares, 27l.; Grand Junction, 196l.; Great Western, 73l. 5s.; Birmingham and Derby (70l. paid), 56l.; Birmingham and Gloucester, 28l.; Liverpool and Manchester, 194l.; ditto, quarter shares, 46l. 10s.; Midland Counties, 51l.; North Midland, 61l.; London and Southampton, 44l.; ditto, new shares (25l. paid), 44l.; Bristol and Exeter, 11l. 10s.; London and Greenwich, 16l. 17s. 6d.; ditto Brighton, 8l. 15s.—Dudley Canal, 94l.; Warwick and Napton, 202l.; Warwick and Birmingham, 280l.—Midland Counties Herald.

BANK OF ENGLAND.—QUARTERLY AVERAGE OF THE WEEKLY LIABILITIES AND ASSETS, FROM MARCH 5 TO MAY 28, INCLUSIVE:—

LIABILITIES.	ASSETS.
Circulation .. .. £18,214,000	Securities .. .. £23,543,000
Deposits .. .. 7,814,000	Bullion .. .. 5,119,000
£26,028,000	£28,662,000

Downing-street, May 30.

THE EXPORTATION OF THE PRECIOUS METALS.—The exportation of the precious metals from the port of London to foreign ports for the past week, is as follows:—Gold coin to Hamburg, 800 oz.; British West Indies, 50 oz.; Hamburg, 2830 oz.; ditto in bars, Rotterdam, 3010 oz.; Hamburg, 7150 oz.—Silver coin to Rotterdam, 3200 oz.; Canada, 85,000 oz.; Madras, 4000 oz.; British West Indies, 9780 oz.; ditto in bars, to Madras, 13,932 oz.; Calcutta, 10,000 oz.

#### THE EXPORTATION OF GOLD.

The following resolutions, with respect to the late exportation of the precious metals, were brought forward by Mr. Attwood in the House of Commons on Thursday evening last:—

1. That, in the opinion of this House, a considerable exportation of gold has lately taken place, occasioned in a great degree by the large importations of grain, which have been necessary for the supply of the national wants.
2. That this exportation of gold, under the present state of the law, has necessarily occasioned a contraction of the general circulating medium of the country, and has thereby increased the distress and difficulty existing among the industrious classes of the community.
3. That the exportation of gold still continues, and compels a still further contraction of the general circulating medium of the country, and a still further increase of distress and difficulty among the industrious classes.
4. That, under the present state of the law, the Bank of England possesses no means of permanently and effectually relieving this state of things, or of permanently preventing the dangers and distresses consequent upon it.
5. That these dangers and distresses are analogous in character to those which the nation suffered in the years 1816, 1819, 1825–6, and 1836–7; and that they require the speedy and effectual interference of this House.

BANK OF ENGLAND.—In the House of Commons, on Tuesday evening, Mr. Hume said that he had a motion upon the books for Thursday next, respecting the pecuniary transactions of the bank; but as he wished first to bear the motion of the Chancellor of the Exchequer upon joint-stock banks, he should fix the 6th of next month for the bringing forward of the former subject. He should, however, certainly bring it before the House upon that day, whether the Chancellor of the Exchequer had then submitted his motion or not.

The old and respectable house of Messrs. Harris and Co., bankers, Dartmouth, has transferred its business to the National Provincial Bank of England.



## NEW COMPANIES.

Under this head we propose to notice weekly the several new projects which may be brought forward, and to which public attention is directed, through the medium of the press or otherwise, confining ourselves, however, to "Public Companies," and briefly noticing their objects with such general information as is conveyed by the prospectuses, or which may be gathered from other sources, on which reliance may be placed. We shall, therefore, feel at all times obliged for particulars duly authenticated, on subject of projected companies; and while it will be our object to avoid the exercise of bias in favour of any particular undertaking, we shall at the same time endeavour to collate such information as is calculated to afford to the capitalist the opportunity of judging of its merits, and the correctness of the opinions put forward in the representations of the projectors.

## MORPETH WOOLLEN COMPANY.

This company has been formed with a view of establishing the woollen trade at Morpeth, the projectors being induced to do so from the present great prosperity of this manufacture, and the local advantages of that town, both with regard to water carriage and the price of coal, the best costing there but 5s. 6d. per ton, while at Leeds it costs 20s. per ton.

The proposed capital is 30,000l., in shares of 20l. each.

## THE ALFRED HOME AND FOREIGN LIFE ASSURANCE ASSOCIATION.

This association is established by a body of proprietors, who, as stated in their prospectus, propose offering to the assured at once "all the security of a subscribed capital, in addition to the eventual advantages of a mutual life insurance company," and further admit the assured to the same rights as the shareholders. Four-fifths of the profits are to be divided every five years among the assured, by addition to their policies, or reduction of their premiums.

## FIRST COLONY OF NEW ZEALAND.

This association has been formed in connection with the New Zealand Land Company, which must be well known to our readers. It is stated to consist of the heads of families and others intending to settle permanently in that country. We extract the following particulars from the prospectus:—"The society already numbers a considerable body of gentlemen, who have determined to emigrate with their families and property. Others, who may entertain similar views, are invited to join them. Qualification of a member of the society, the purchase of 100 acres of land; of a member of the committee, 500 acres, including part of the first town. The greater part of the purchase-money to be expended by the company on the emigration of the purchasers, their families, and servants. Members admitted by ballot only."

## ENGLISH COPPER COMPANY, FOR SMELTING AND MANUFACTURING COPPER.

The present project consists merely in an extension of the business of the "English Copper Company," well known in the commercial world as a body incorporated a century and a half ago by Royal Charter, and which for the above purpose now proposes to extend its capital by a further issue of shares. The amount of the new shares is fixed at 10l. each.

## THE UNION MARKET COMPANY.

ESTABLISHED AT LLANDILO.

The object of this company is to provide a market place for the town and neighbourhood of Llandilo, in a situation, and upon a scale, in accordance with the wishes and convenience of the inhabitants, and other persons interested in promoting the welfare of the town.

The amount of capital required for this small local enterprise is only 400l., divided into shares of 2l. each.

## TIMBER, CANVASS, CORDAGE, AND WOOLLEN PRESERVATIVE COMPANY.

The above company has been established, as we gather from the prospectus, for the purpose of bringing into general use a discovery patented by Sir William Burnett, said to be most effectual in the preservation of timber, canvass, cordage, and woollens, and at the same time cheap, and free from all noxious qualities.

The proposed capital is 100,000l., divided into 4000 shares of 25l. each.

## MINING CORRESPONDENCE.

## ENGLISH MINES.

## TAMAR SILVER LEAD MINING COMPANY.

May 25.—Yesterday I carefully examined the underground operations in this mine, and this instant held our monthly setting. We have set thirteen pitches, varying from 6s. 8d. to 14s. out of 11, on the value of the lead only; and eight others, taken last setting for two months—altogether twenty-one pitches, making the number of tributaries in all fifty-six men. At the 145 fathom level, the lode going north of the engine-shaft is about twenty inches wide, producing stones of ore, but not rich; and the lode in the winze sinking from the bottom of the 135 to that level is much of the same size and character. We have to day set the 115 fathom level to drive south, which has never yet been driven by the present company; the appearance of the ground and the lode there is by no means unfavourable. At the 105 fathom level south of the shaft the lode is large and grey. At the ninety-five fathom level there appears now to be a favourable alteration; the lode is getting larger than heretofore, and more ore—we anticipate shortly here a very productive level. The eighty-five fathom level continues still good, the lode is three feet wide, and the whole of which is good work. At the seventy-five fathom level the lode is from eighteen inches to two feet wide, of a very promising nature, and yielding good work. The particulars of prices of all the bargains and pitches, &c., will be handed to you on Monday in our setting report. Our last parcel of ore, sampled on the 20th inst., is computed fifty-eight tons—and the next sampling I think will be more. Our prospects throughout the mine on the whole are decidedly good, and very encouraging.

## ENGLISH MINING COMPANY.

Great St. George, May 21.—At the forty fathom level west of Burton's lode is one foot wide, of capel, spar, mundle, and ore—the latter to the extent of one ton per fathom; appearances not promising, though an improvement is anticipated through the excellent condition of the lode in the winze sinking about six fathoms a-head of this end, which is two and a half feet wide, and contains ore, mundle, and spar—of the former about three tons per fathom. The lode at the twenty fathom west of Burton's, though large, is still poor, which is also the condition at the same level east of Campbell's. At the seventy fathom level west of Flat-roof shaft the lode is subdivided into several small branches, none of which contain mineral of any value. The winze sinking by the pump is passing through a lode eighteen inches big, of spar, mundle, and ore—producing of the latter one ton per fathom. The tributaries are working with good spirit, and if to the end of the month the ore ground continues as it now is, we may venture, I think, to anticipate near about 600 tons for our next sampling. At Wharfedale the men are proceeding rapidly with cutting down of Bourdillon's engine-shaft, while the ground rising towards the same from the sixty-two fathom level is somewhat more favourable than usual. Although good stones of ore are breaking at the twenty-eight fathom level west of Bourdillon's shaft yet the lode here has certainly not turned out so well as was expected. The lode at the fourteen fathom level is at present small and poor. At the sixty-two fathom level appearances are promising, the lode being five feet big, and producing three tons of ore per fathom. About two tons per fathom are extracted at the fifty-two fathom level, from a lode four feet wide, of (besides ore) capel, mundle, and spar. The tributaries not working so spirited as I could wish.

May 28.—No alteration. H. HUMPHRIES.

## ST. HILARY MINING COMPANY.

May 21.—In the engine-shaft the lode is two feet wide, composed of soft spar and ore. In the seventy fathom level west the lode is one foot wide, eight inches of which is ore, of good quality. In the seventy fathom level east the lode is twenty inches, producing one ton of ore per fathom. In the winze, bottom of the sixty fathom level west, the lode is eighteen inches wide, with stones of yellow ore. The 6s. and 6s. 6d. pitches, back of the seventy fathom level, are looking very well. C. H. RICHARDS.

## CORNISH MINES.

Chiverton, May 28.—The forty fathom level east, on the south lode, still continues poor. The same level west, on Chiverton lode, we have been driving of late on the south part of the lode; we have now turned north, to cut the north part, and as there is plenty of water proceeding from that part, it indicates that the master part of the lode is further north, and I hope that in a short time we shall prove it. The thirty-two fathom level east, on the south lode, we have put the men to rise against a winze that is sinking on tribute from the twenty-four fathom level, which will be holed, I expect, this week; the lode looks well in this rise. The same level west, on Chiverton lode, is not so well as it was last reported, but there is still lead in the levels. We sampled last Saturday seventy-six tons of lead ore, and we have now dressed for a new parcel 3 tons; underneath, 25; broke underground, 6.—Total, 34 tons. J. BOWMAN.

## MOLMUDH MINING COMPANY.

May 27.—The network and tributaries are again set on favourable terms. The cross-cut, at the 100 fathom level, is extended north of the engine-shaft 23 fms. 3 ft. 10 in.; the ground somewhat harder, and have set to drive six feet, when we expect to cut the lode, as within the last week we have discovered branches producing ore and also water, which indicates the approximation of the lode. In driving the eighty fathom level we have discovered the junction of the north and south lodes, and feel happy in saying it looks extremely well; about twenty inches wide, and worth from four to five tons per fathom. In the seventy fathom level, west of Rough's winze, the lode is still rich, worth about six tons per fathom; set a new pitch in the back of this level, which, through great competition, was taken at a farthing in the pound. The seventy fathom level west, at Flat-jack lode, is about two feet wide, composed chiefly of mundle, spar, and copper ore—decidedly kindly. In driving the sixty-two fathom level west, the lode is much the same in size and quality as last reported, worth about one and a half tons per fathom. The lode in the stopes, at the back of this level, still holds good; two feet wide, and worth six tons per fathom. The fifty-two fathom level west, lode is from eight to ten inches wide, and worth one and a half ton per fathom. In the stopes, back of this level, the lode is about eighteen inches wide, worth about four tons per fathom. The tribute pitches are generally looking well. The parcel of copper ore sampled at Calstock quay, on the 21st and two following days, weighed 167 tons 11 cwt. 2 qrs., of superior quality. F. PHILLIPS.

## TINCROFT MINING COMPANY.

May 22.—I beg to inform you that we have this day sampled 160 tons of copper ore, which I expect will fetch from 600l. to 700l. With respect to the state of the mine, I am glad to say we have still a good lode in the engine-shaft, equally so as last reported. The 132 end west, and pitch in the bottom of it, continue to yield good work for tin and copper ore, and are very promising. The 130 end east has a much more promising appearance for tin than when I wrote last; no doubt we shall soon have a good lode in this end, as we are getting into the same channel of ground which was very productive in levels above. The 110, 81, 72, and 58 ends are yielding fair quality work for tin and copper, more especially for the latter; and our pitches (just now) are looking better for copper than tin, so that I hope to get as much copper ore for our next sampling as we have sampled to-day. I expect we shall get the water out, and be driving towards the lode at Palmer's shaft before this day week. W. PAUL.

## GWINEAR MINING COMPANY.

May 25.—In the thirty fathom level east the ground is improved, with stones of tin; this end is not yet under the twenty fathom level tin ground. In the twenty fathom level west the ground is good, with good veins of tin. In the twenty fathom level east there is good ground, with a small branch of tin, that will set on tribute. In the ten fathom level east the lode is six inches wide, with good stones of tin. C. H. RICHARDS.

## WEST WHEAR JEWEL MINING ASSOCIATION.

May 27.—In Buckingham's shaft, and the rise against the south adit shaft, no alteration since our last. The south adit shaft is sunk about five feet in the past week; lode about eight inches wide, composed of black and grey ore, with rather more spar in it than on our last report; we have cut a stream of water coming from the west, which will oblige us to put the men to bore a hole through to the rise from the thirty, in order to sink the shaft with greater speed—we have about five and a half fathoms to communicate. The forty-two east, on the south branch, the lode is about four inches wide, composed of black ore, saving work. The thirty east on this branch is about eight inches wide, composed of spar and black ore, improving. At Wilkinson's, much the same as last reported. M. WILLIAMS. S. LEAN.

## REDMOOR CONSOLIDATED MINING COMPANY.

May 27.—In reference first to the tribute department, we have set fourteen pitches, varying from 4s. to 9l. per ton. At Johnson's Flat-roof engine-shaft, during the past month, we have sunk seven feet below the seventy fathom level, together with various other work, such as enlarging the seventy fathom winze, putting in pent-house, &c. We find the lead lode here about one foot wide, and yielding rich silver lead ore. At the seventy fathom level going north, the lode is about six inches wide, producing some good work; and at that level driving south, the lode is small and poor. In the back of this level, however, we have set to-day the farthing new pitch, going south of the engine-shaft, and one new one, to the north of the said shaft, at 2l. per ton. We have also set a new end to drive west, on the course of Johnson's tin and copper lode. At the sixty fathom level the lode going north is about six inches wide, composed of white iron, soft spar, and rich in silver lead. Johnson's winze-shaft is sunk below this level five fathoms three feet—the lode is one foot wide and grey. The forty fathom level we have suspended for the present, and have put the same men to drive on Johnson's lode, at the seventy fathom level. As it respects all our other operations, I do not see any alteration worthy of notice, beyond what is weekly handed you by Captain Harper. I find the lead lode, at the twenty fathom level north mine, is small, and the appearance just now is not very encouraging. We have begun to search for the lead lode in the south part of our set, towards Hay estate, as agreed on when Mr. Johnson was last on these mines, but we have not yet discovered the object of our pursuit. We find the springs of water in that neighbourhood still rather high. We shall endeavour to let down the water from the north adit, and get the air-machine set to work to ventilate that part against I next come here for inspection; but at present that level is filled with water, and risen to a certain height, which we require for condensing water for the engine, and also at the lower mine for dressing the ores. The result of this inspection shall be handed you as early as possible. Our next sampling will not come up with some of our former ones, but I hope to-day's setting will again increase the quantity. RICHARD ROWE.

## FOREIGN MINES.

## IMPERIAL BRAZILIAN MINING ASSOCIATION.

Ganga Sora.—Produce from 25th Feb. to 9th March (nine days).—Stamps, 10 lbs. 3 oz. 9 dwt.—21 lbs. 7 oz. 9 dwt. 13 grs.

## BRAZILIAN COMPANY.

By the *Suif* packet, arrived from Rio de Janeiro, this company have received 120 lbs. of gold from Caba Branca. No letters have, however, been received from the mines, as they had been forwarded by other vessels which had sailed from Rio before the packet, but are not yet arrived.

## MINAS GERAES MINING COMPANY.

Marro das Almas, March 18.—The standard of our ore, and the quantity of supply, has somewhat improved, owing chiefly to the increase of our force and the better quality of the ore. We were, however, still very defective in the supply of the stamps, on account of the inefficient state of our new reinforcement, principally owing to the very wet state of the weather, which caused much sickness among the negroes. The weather since yesterday has, however, changed for the better, and it may be expected to contribute to the health of the establishment. From the reduction diary it appears, 52½ tons of ore and little were stamped during February, nearly 100 tons more than in the month previous. Produce obtained, 19 lbs. 7 oz. 9 dwt. 14 grs., giving 111 grs. per ton. Considering the great quantity of little stamped, the standard of the ore has somewhat improved. J. C. HOCHNER.

## ST. JOHN DEL REY MINING COMPANY.

Marro Velho, Feb. 12.—Fifty-four heads have been kept almost constantly working; some trifling interruptions have been caused by the stamps doing more duty than usual, and getting through their rations too fast. It will be next week before the little five-head stamps will be got to work. The works generally are without alteration; every thing is pushing on as fast as possible. The Babu stampwork will only be completed this month.

Produce for February.—Total of gold extracted, 5019 oia.; arrears of sand, 654, equal to 5673; less arrears of last month, 840. Produce of the month, 4833 oia. It is at least satisfactory to be able to say, that this low produce has, with the exception of the Gamba, been obtained wholly from the poorest part of the mine, viz., the Great Quebra Passella, there not having existed a stop in the Babu part of the mine, which is perfectly flat, with the exception of the pump. I may, therefore, I think, safely aver these: the worst days past, the lode holding as we have hitherto known it. The little five-heads have still been idle for want of every thing. The weather has been much against us. Bennett promises me that they shall work during the ensuing ten days. C. HERRING, Jun.

VICE-WARDEN'S COURT, CORNWALL.—His Honour has given judgment in the case of *Ferris v. William Millett Thomas, John Buckingham, Sampson Trevelthan, and Henry Francis*, in favour of the defendants Trevelthan and Francis, and confirming his former decree as against the two directors in the Great Whear Prosper mine.—*Messrs. Thomas and Buckingham.*

LEAD ORE.—The labourers employed in excavating on the Derby and Birmingham Junction Railway, at Kingsbury, have discovered lead ore. It is said to exist in such abundance that a mine is to be opened and worked.—*Mortley Guardian.*

DEADLY ACCIDENT AT CARON MINE.—On Thursday morning, as two men, named John Melling and John Cook, were at work at a winch in this mine, the handle slipped from their hold, and in its recoil struck them both with tremendous force. Melling was killed upon the spot, and Cook had his nose broken and was otherwise severely injured; but we hear that he is likely to recover.—*Plymouth Chronicle.*

## CORNISH HIGH-PRESSURE, EXPANSIVE, CONDENSING STEAM-ENGINE AT CARLISLE.

[From a Correspondent.]

On Saturday last, the 25th ult., the engine manufactured in Cornwall by Messrs. Harvey and Co., of Hayle, from the specifications and plans of that eminent Cornish engineer, William West, for the Carlisle Canal Company, commenced working. The directors having assembled at twelve, in a few minutes after, the engine was started by Mr. Halson, the chairman, and Mr. West, who had arrived from Cornwall for that purpose. The volume of water sent forth excited universal surprise amongst the numerous gentlemen and artisans whom curiosity had drawn to the spot, and was gratifying in the highest degree to the directors and proprietors of the company.

The engine (named the "Eden") is set up for the purpose of supplying the Carlisle Canal with water from the river Eden. The height the water has to be lifted is about fifty-six feet; the steam cylinder is sixty inches diameter; that of the pump forty-five (the largest of the kind in the kingdom); length of stroke ten feet. In less than two minutes, the buzz of those assembled announced that water had been lifted to the pump-head, whence it was poured forth in a solid, continuous, and rapid stream, at the rate of 6634 gallons per minute; consequently, working at twelve strokes, the quantity delivered in twelve hours into the canal is 4,769,280 imperial gallons of water—equal to 763,280 cubic feet—at an expense of fuel under 5s.

The canal from Carlisle to the Solway Frith is about twelve miles in length. There are six locks, each about sixty-seven feet long, twenty-two feet wide, and eight feet six inches deep; and when required, such is the power of this simple, yet effective machine, that the quantity of water contained in each lock can be replaced in less than ten minutes—i.e., as quick nearly as a vessel can be passed through. In the course of a month, when Harvey and West's new patent valves shall be substituted for those now in use, the work will be done better, and with considerably less friction, and the heavy blow, and consequent vibration common to all pumping-engines will (it is said) be entirely overcome.

Mr. West's engine, at the Fowey Consols Mine, in Cornwall, on a trial, lifted 125,000,000 lbs. weight, one foot high, with 24 lbs. of coal, and averaged upwards of 90,000,000 during twelve consecutive months. At the Portsmouth and Farnington Water Works, the consumption of coal has been reduced (and doing more work) full 75 per cent., and a further saving will yet be effected, by the introduction of the patent valves. At the office of this company, 15, St. Mary Axe, London, full particulars will be given to any gentlemen of the north interested in coal mines or steam power. Mr. Wicksteed, the highly-talented engineer of the East London Water Works, computes their saving at 70 per cent., viz., 1997l. 10s., instead of 4329l. 2s. The engine at the East London Water Works has a cylinder of eighty inches, is now at work night and day, and has turned into three engines of large dimensions erected by Bolton and Watt; further saving will likewise be effected there as soon as the new patent valves are in operation. These valves cannot fall to rank amongst the most useful and important introductions of the present day, and for deep mines or exceedingly heavy columns must come into general use. Neither of the engines before noticed, nor any engine we have every heard of in the north, is equal in size to that lately sent to some extensive coal works near Namur, in Belgium, the cylinder of which is ninety inches diameter, strokes eleven feet, manufactured likewise by Harvey and Co., of Hayle Foundry; but as to "duty," the Cornish engines are so pre-eminent, that comparison must not be instituted. Some of the engines in the north, lately erected, are amongst the worst to be seen at the present day in Europe.

## AMERICAN LOCOMOTIVE ENGINES.

It will be recollected that a contract had been entered into between the Birmingham and Gloucester Railway Company and Mr. Norris, of Philadelphia, U.S., for the supply of locomotives for the Gloucester Railway. The contract was conditionally made, on the first engine manufactured by Mr. N. performing certain work agreed upon. As much interest has been felt in this country with reference to the contract, and as some doubts were entertained as to the correctness of the representations made respecting these engines, we have pleasure in giving the following particulars as to the engine sent over to this country by Mr. Norris, and the work it has actually performed on the Grand Junction Railway, in conformity with the agreement which we have alluded to. "The England" weighs about eight tons, without water or fuel; she is built much lower and smaller than the engines commonly in use here, and has six wheels, the driving pair being four feet in diameter. The cylinders are ten and a half inches in diameter, and are enclosed in copper cases to prevent radiation—stroke eighteen inches. The machinery is of the simplest construction, and consists of a much smaller number of parts than we have been accustomed to see. The cylinders are placed in the outside of the framework, which allows the advantage of a straight axle; and the general appearance of the engine more nearly resembles that of the old "Rocket" engine than of any other with which we are acquainted. The engine is got up in a most superior style, and is finished, even to the minutest particular, in a very beautiful and workmanlike manner; every part having been executed with perfect accuracy, by means of self-acting machinery. As a proof, indeed, of the mathematical correctness of the work, we may mention that the steam-tight joints are formed simply by the bringing into contact of metallic surfaces; the workmanship of which is so true, as entirely to supersede the necessity of packing of any kind. The boiler is similar to those used in engines manufactured in this country, but it contains only seventy-eight tubes, instead of from 100 to 140, the number commonly used in those on our railways; and the consumption of fuel, compared with the work performed, is, we understand, very small. The task undertaken to be performed by "The England" was to run from Birmingham to Warrington, fourteen journeys each way, carrying 100 tons in the gross, and performing the distance, eighty miles, at the rate of twenty miles per hour, which the engine has accomplished considerably within the specified time of four hours; the average time having been about 3 hours 50 min., or the actual running time, without stoppages, from 3 h. 9 min. to 3 h. 19 min. On one occasion, it is stated, that the engine brought into Birmingham the enormous load of 136 tons, drawing it up the inclined planes without any assistance; and on no occasion has it failed to perform the required duty, nor has even the least derangement of any part of the machinery taken place. It should also be mentioned, that the various parts were never put together until its arrival in this country, when they were first fitted at Liverpool, the day previous to making a trip; nor has a tool been applied to the engine since she was first set up. We understand the conditional order to Mr. Norris for ten engines, of similar capability, has been confirmed.

FRENCH STEAM-ENGINE.—It has been stated to the Academy of Sciences, that M. Powell has constructed, for Gossau de Billy and Co., an engine of 25-horse power, which consumes under 5.9 lbs. of coal per horse power per hour.

NEW METHOD OF PRESERVING IRON-WORK FROM RUST, communicated by M. Paymen to the French Institute, consists in plunging the pieces to be preserved in a mixture of one part concentrated solution of impure soda (soda of commerce) and three parts water. Pieces of iron left for three months in this liquid had lost neither weight or polish; whilst similar pieces immersed for five days in simple water were covered with rust.—*Liverpool Mercury.*

It affords us sincere gratification to observe a spirit of manufacturing and commercial enterprise—not in Newcastle merely, but in the neighbouring towns. In Morpeth it is in agitation to establish an extensive woollen manufactory, and from the facilities which are presented in that locality for prosecuting the trade, we think the experiment is very likely to be successful. A prospectus has been issued for raising the necessary capital in shares as a joint-stock company; the amount proposed is 30,000l., in shares of 25l. each. A similar project is, we are glad to hear, entertained at Stockton; and, as it is in the hands of respectable parties, we think there is no reason to fear that it will not be speedily carried into effect.—*Tyne Mercury.*

MAILS BY STEAM FROM ENGLAND TO HALIFAX.—The Hon. R. Conard has contracted to convey the mails from England to Halifax twice a month, in steamers of not less than 300 horse power; the first vessel to leave Liverpool on the first of May, 1849. The contractor to forward the mails to Boston in small steamers, and to run a steam-boat between Pictou and Quebec. Contract for seven years, at 55,000l. sterling per annum. We understand that the above contract will be carried into effect by a highly-respectable house at present engaged in steam navigation between Liverpool and Glasgow.



## RAILWAY INTELLIGENCE.

**LONDON AND GREENWICH RAILWAY.**—The number of passengers on the line from the 22d ult., to the 29th ult., was 41,064, producing (in Judging creek and footpath) 1425l. 16s. 3d.

**GRAND JUNCTION RAILWAY.**—We understand that on the receipts of the first eighteen weeks of this year, compared with the same period of last year, there is an increase of 42,000l.

**GREAT WESTERN RAILWAY.**—The further distance from Maidenhead to Twyford, about nine miles, will be opened probably not before the beginning of July. A great increase has taken place in the traffic of this line. The receipts rose latterly from 1590l. to 2000l., but during the last week they have been 2400l.; and the passengers, which had increased to 12,000, in the past week were 15,000.

**HULL AND SELBY RAILWAY.**—We are glad to hear that such is the confidence in this property, that all the loans have been taken, and some offered to be refused.

**LONDON AND SOUTHAMPTON RAILWAY.**—On the 10th instant twenty miles of this railway will be opened, in addition to the thirty-eight already opened, leaving only eighteen miles incomplete. It is said the railway company contemplate arrangements which will enable passengers to complete the whole journey from London to Southampton in five hours, after the 10th inst., at rates of 12s. and 11. This will make all improvements in the Isle of Wight matters of more general interest.

**NEWCASTLE AND CARLISLE RAILWAY.**—That portion of this line, between Blaydon and the depot near the Shot Tower, Newcastle, was opened to the public on Tuesday last.

**NEWCASTLE AND NORTH SHIELDS RAILWAY.** The works on this line are in a very forward state, and it is expected the communication between the two towns will be opened, for the conveyance of goods and passengers, on the 18th inst.

**MIDLAND COUNTIES RAILWAY.**—The line of this railway, from Nottingham to Derby, will be opened on the 4th instant, to the public.

**ATLANTIC RAILWAY.**—On Monday last, the directors of the above company assembled at the junction between Tring and Leighton, and proceeded, in company with a deputation from the London and Birmingham Railway Company, down the line to the terminus at Aylesbury, after which the directors assembled in committee in the magistrates' chamber in the County-hall, and decided upon opening the line for the conveyance of passengers and traffic on Tuesday, the 11th inst.

**BRANDENBURG RAILWAY.**—We understand that a portion of this line extending from South Shields to Sunderland, will be opened on the 18th instant.—The other portions of this spirited undertaking are in such a state of forwardness, that the whole will shortly be opened for public accommodation.

**EASTERN COUNTIES RAILWAY.**—This line will be opened from Dogrow, about one mile from the London terminus, to Romford, eleven miles, on the 18th inst.—*Railway Magazine.*

**PRESTON AND WYRE RAILWAY.**—We understand Mr. George Stephenson is becoming the engineer to the above railway. For some weeks past the works at the Preston end of the line have been carried forward with great activity. We understand that the operations on other parts of the line have also, of late, been conducted with greater spirit than heretofore. A great number of men are at present employed on the line adjacent to the Fylde-road.—*Ibid.*

**LANCASTER AND PRESTON RAILWAY.**—At a late meeting of the proprietors, the chairman stated that there was only 4 per cent. in arrears on 11 calls. Out of 142,000l. received they had expended 137,000l., and this was a bill due for iron, besides expenses for rails, engines, carriages, &c. to be provided for. Under these circumstances a resolution was passed, authorizing the directors to raise on loan, at interest not exceeding 5 per cent., 83,000l.

**GREAT NORTH OF ENGLAND RAILWAY.**—The directors of this company, accompanied by their secretary, engineer, and land agent, made a progress through that portion of their line which extends from Darlington to York during the last week. After examining the two contracts in Durham, they proceeded to the bridge over the Tees, at Croft, and from thence walked along the line to Northallerton, making a minute inspection of all the work as they passed. The following day they visited the contracts near Thix, and afterwards held a board meeting at that town, which was attended by the principal shareholders of the neighbourhood, who wished for some explanations respecting the progress of the works, and the general state of the company's affairs. The whole proved highly satisfactory, as the directors were gratified in ascertaining, by their personal inspection, the rapid progress making in the cuttings, embankments, and bridges. The contractors received every encouragement to push forward their contracts with vigour; and the shareholders, when retiring after their conference with the directors, expressed themselves completely satisfied with the cordiality of their reception, and the frank replies given to all their questions. Indeed, so far from a wish for concealment appearing to be the governing principle in this company, and which has proved "a preventive check" on so many others, the directors evidently court inquiry; and every information is readily and cheerfully afforded to all persons.—*Midland Counties Herald.*

**MIDLAND COUNTIES RAILWAY.**—Another experimental trip was taken with one of the Nottingham and Derby Railway engines on Wednesday evening, when the distance from Nottingham to Long Eaton and back again was performed in the astonishing short space of twenty minutes! Every trial, it appears, more fully develops the care and pains that have been bestowed on this great undertaking to render it second to none.

**GLASGOW, FAIRLEY, KILMARNOCK, AND Ayr RAILWAY.**—The directors have determined to open the southern end of this line from Ayr to Irvine in the month of July next, the permanent way being already laid for the greater part of this distance, and the progress of the work on the remaining portion being such as to ensure its completion within little more than a month from the present time. Messrs. Stark and Fulton, of Glasgow, have two locomotive engines ready to deliver on the rails in the course of June, and two more are in progress of completion by Mr. Edward Bury, of Liverpool. We understand the first-class passenger carriages for the present traffic are furnished from an experienced maker at Lancaster, and may be shortly expected at Troon, and for the future supply a pattern carriage has been furnished by a first-rate London maker, and now stands at Messrs. Buchanan and Sons' coach-work in Union-street, to which all persons who intend to compete for the work will be required to adhere. The progress of the works on the different contracts along the whole line is highly satisfactory, and no doubt is entertained of the railway being in full operation by Midsummer, 1840. The circumstances of this great undertaking being completed in so short a time from the commencement of the works last summer, and being finished for the estimated capital, is highly creditable to the engineer; for we believe there is not an example of the kind in any railway hitherto made. The Treadwell contract, being the last portion of the whole which terminates the line at the Broomielaw at Glasgow, has been also let, and from the nature of the work to be done, there is no doubt of its being finished during the present summer.—*Glasgow Courier.*

**EDINBURGH AND GLASGOW RAILWAY.**—Upwards of twenty miles of this line are contracted for, and eight miles more are advertised. These twenty-eight miles comprehend all the heaviest, and, consequently, all the most tedious works; thus putting it in the power of the directors to regulate the letting of the remaining contracts, so as to secure the completion of the whole line about the same time. The contractors are bound to finish their work in 1841; and, from the well-known energy and skill of several of them, there is little doubt of the line being opened about the time expected. Messrs. Gibb and Son, by the erection of an extensive viaduct across the Almond Valley, are now exhibiting to the traveller between Glasgow and Edinburgh, the nature of the line along which he will hereafter be conveyed to the metropolis of Scotland. Messrs. Marshall are busy at the Glasgow terminus, and are borrowing in the earth at various places to facilitate the execution of the tunnel. Messrs. Forbes, Ross, and Mitchell, are also making considerable progress with the tunnel through Calender Park; and the other contractors are either progressing satisfactorily, or big with the work of preparation. The directors are much occupied with arrangements for the land, and have made several satisfactory agreements. They have settled with the Union Canal Company on terms acceptable to both parties, and the Forth and Clyde Canal Company have permitted the line to pass under their canal without any equivalent. These two companies were the most determined parliamentary opponents which the railway bill experienced; and it is pleasing to perceive how the final result has given place to amicable intercourse, and to the satisfactory adjustment of the interests of parties.

## MIDLAND COUNTIES RAILWAY.

As the portion of this line from Nottingham to Derby opens on the 4th inst., we have prepared the following brief account of the line and works from the best authority.—The part of this line which connects the towns of Nottingham and Derby is fifteen and a half miles in length. The district is generally favourable for railway operations, especially for several miles from Nottingham.

The total quantity of earthwork upon it is 545,000 cubic yards, the deepest cutting being thirty feet, and the highest embankment under twenty feet; a great portion of the line is embanked, in one part for three miles continuously, which has made the operation of forming somewhat tedious. The ground was first broken on the 23d May, 1837. The principal works (excepting earthwork) are two considerable diversions of the Derby Canal, at one of which a new lock had to be built. The Erewash Canal, also an arm of the Trent navigation, had to be crossed by bridges, both of which are of iron.

There are sixteen other bridges on this part of the line. Nearly fourteen miles of the permanent way are laid on stone blocks, each block containing five cubic feet, all of the Derbyshire mill-stone grit; the remainder is on transverse sleepers of larch timber Kyanised. The whole of the rails are 77 lbs. to the yard, the heaviest and strongest in section of any hitherto used. The joint chairs are upwards of 26 lbs. each, the intermediate ones 23 lbs. each. The rails are secured in the chairs by compressed oak keys, being the simplest, and at the same time the most effectual method in use. The distance or length of bearing where blocks are used is five feet, and where sleepers are adopted three feet nine inches. The gradients on the whole Midland Counties line are very good.

The rate of travelling for the present is intended to be twenty-four miles per hour, including the time occupied by stoppages at four intermediate stations, viz., Beeston, Long Eaton, Breaston, and Borrowash, at each of which a large local traffic is confidently expected (they being situated in very populous districts), independently of that at the termini, which must necessarily be large, Nottingham having a population of upwards of 70,000, and Derby nearly 30,000. The fares will be 4s. per first class, and 2s. 6d. per second class.

The cost of construction will be about 13,340l. per mile, including land, permanent way, also the Nottingham and intermediate stations.

The formation, including bridges, has cost .....	£83,000
Permanent way, 15½ miles, 5500l. per mile .....	85,250
Land, 140 acres, average 180l. per acre .....	25,200
Ditto, 10 acres, for stations .....	8,500
<b>Total .....</b>	<b>202,950</b>

The railway was laid out by, and the Act of Parliament obtained under the directions of, Charles Vignoles, Esq.; the works have been executed under the directions and immediate superintendence of T. J. Woodhouse, Esq.

The remainder of the works on the line are in active progress; about twenty miles, in addition to the above, will be opened early in the spring of 1840, and the entire line to Rugby, forming a junction with the London and Birmingham line, early in the summer of the said year.—*Railway Magazine.*

**LONDON AND BIRMINGHAM RAILWAY.**—On the 20th instant the speed of the mail trains on this railway will be accelerated. The day mail will leave the London station at half-past nine in the morning, and arrive in Birmingham in five hours. A stoppage of eight minutes will be allowed at Tring, ten minutes at Wolverton, three minutes at Weedon, and nine minutes at Coventry; making a total of twenty-five minutes occupied by the stoppages, and only four hours and thirty-five minutes in performing the journey of 116 miles 6 furlongs. The day mail train from Birmingham will accomplish the journey in the same time, allowing the same stoppages at the different places above-mentioned. The night mail train will leave the London station at half-past eight, and complete the distance in five hours and a half; the stoppages to be for the same periods and at the same places as those named for the day mail trains.

**BOLTON AND PRESTON RAILWAY.**—The workmen are proceeding rapidly with the works on this line of railway. The rails are now laid down as far as the footpath leading up to Dean Church. Further up the valley, Lady Bridge has been taken down; a temporary wooden bridge has been erected in its stead, at a short distance; and the workmen are now engaged at a magnificent stone bridge, on the site of the former one. The line from Bolton to Preston will be one of the most picturesque in the north of England.—*Preston Observer.*

**LONDON AND BRIGHTON RAILWAY.**—The ceremony of laying with masonic honours the first stone of the viaduct over the New England road, near the terminus of the railway, took place on Monday. Among the company were many ladies of rank and fashion. Not less than from 10,000 to 15,000 persons, it is calculated, were gratified spectators of the interesting ceremony.—*Brighton Gazette.*

**RAILWAY COMMUNICATION BETWEEN LEEDS AND YORK.**—On Thursday, the 30th ult., that portion of the York and North Midland Railway, which effects a junction between the Leeds and Selby Railway (near South Milford) and the city of York, was opened for the conveyance of passengers; and thus there will be a railway communication the whole distance from Leeds to York. The distance by railway will then be twenty-seven miles, and the trains are expected to travel in the space of an hour and a quarter. The effect of this cheap and rapid conveyance will undoubtedly be to take many of the inhabitants of the West Riding to see the Minster, the glory of Yorkshire and of England; and the other interesting antiquities as well as the modern edifices of York.—*Leeds Mer.*

**ZARSKOJESELO RAILROAD.**—At a general meeting of the shareholders in this railroad, lately held at St Petersburg, it appeared by the report of the directors that the cost of the formation of the road and its material had amounted to 2,281,667 roubles. The original calculations were founded upon the anticipation of 300,000 passengers within the year, but, during the preceding twelve months, the number of travellers between the capital and Zarskojeselo had amounted to 500,000, and the number which passed along the whole line to and from Paulow was 707,091. The receipts amounted to 920,237 roubles. At the end of the first nine months the receipts exceeded the expenditure by 316,976 roubles. Of this balance 90,000 roubles were applied in paying the interest and reimbursing the loan from the Crown; and 140,000 roubles to the payment of interest on shares; 15,848 roubles were divided, according to the statutes, among the directors; 1555 roubles were paid to the chief engineer; and 69,572 roubles were carried to the reserved fund.

**NEW COMPANIES.**—We perceive that three important companies have been just announced in Dublin. If we are to judge of them by the published objects, and the gentlemen connected with them, they are important and respectable. The first is the Argus Life Assurance Company, of which our respectable fellow-citizen, Felix Boylan, of Stephen's-green, Esq., is solicitor and Irish agent. No institutions are more important to the community than life assurance companies, and when based on capital and sound principles, as the Argus appears to be, the introduction of a branch of the office to Ireland must be of much utility. The second company we see announced is the Lough Foyle and Lough Swilly Embankment Company, to carry into effect an Act of Parliament passed last session for reclaiming from 30,000 to 40,000 acres of land in Donegal and Derry—something, in a like manner, as is proposed by that highly-gifted and intelligent gentleman, Mr. George Lewis Smyth, as to the strand of Traamore. The engineer to this company is a gentleman whose name and character must impart public confidence to any undertaking with which he is connected, John Macneill, Esq.; and so confident are the undertakers (a board of wealthy London capitalists) of success and speedy returns, that they propose to pay interest upon subscriptions, at the rate of five per cent., as soon as 10l. on each share (the capital stock consisting of 10,000 shares) shall have been paid up. Regarding the reclamation of waste lands as all important to Ireland, and that the introduction of British capital by private enterprise will tend to consolidate the union and harmonize the constituent parts of the empire, we hail with pleasure the establishment of the Lough Foyle and Lough Swilly Embankment Company, and feel confident that their much-considered Irish solicitor, John Galloway Esq., will have every support from the Irish public. The third company is founded on the celebrated patent obtained by Mr. Gamble for preserving fresh, in all climates and seasons, provisions of every kind. To the army and navy such an invention must be all-important. Matthew Harrington and Son are connected with this company. As we have noticed it in a former publication, we shall not remark further now, except to wish it success.—*Dublin Monitor.*

**THE MANCHESTER IMPERIAL BANK.**—At a meeting of the shareholders of the above bank, held on Monday last, it was resolved that a further call of 5d. per share should be made. It was also stated that at the next meeting a day would be fixed for the bank resuming payment, withdrawing their notes and assuming their other liabilities.

## THE COAL-PITS.

(The following graphic account of a coal district is from the pen of a well-known writer.—WILLIAM HOWITT.)

I first saw the coal pits by night. As I rode over a hill I suddenly perceived before me, in every direction, strange lights, that only seemed to make the darkness deeper. Melancholy sounds, as of groans and sighings, and wild lamentings, came upon my ear, and fell awfully upon my heart. I could perceive by the fires that blazed here and there in a hundred places that a wild landscape was before me; and Burman, the young man I have mentioned, told me it was full of coal-pits; that these fires were burning by them; and that the sounds I heard were the sounds of the machinery by which the coal was drawn up, and of the steam-engines by which the pits were cleared of water. As we went on we soon approached one of the coal-pits, and a wild scene it was. In two or three tall cressets fires were flaming and flickering in the wind; and on the ground other large fires were burning, and by their light I could see black figures standing or moving about. Around were other paler fires that with a smothered force seemed burning dimly, and every now and then breaking up with a stream of flame, and then dying away again. The flames gleamed ruddily on the colliers; on their great wailing wheels and tall timbers; and on the immense stacks of coals that stood around. It required daylight and further acquaintance with the place and people to dispel my awe. When these came, and I had looked about me, I discovered many objects of interest. I found that the smothered fires that I had seen were coke fires; that is, fires in which they burn the soft coal to coke or mineral charcoal, in the same way that in the forests they burn wood into charcoal by pulling it up in heaps, covering it up from the air, and letting it burn without flames, by which it is made useful for burning in chafing-dishes, for the purposes of many kinds of mechanics, and for the drying kilns of millers, malsters, &c. I found the pits awful circular gulphs of some yards wide, and of an immense depth; some sixty or seventy yards, others as much as two hundred yards. A terrible vision one of these pits seemed to me, far more than those old forsaken ones where I had gone to seek birds'-nests, because those were half concealed with bushes; and these standing wide open to the day, I shuddered to see the colliers go near them, much more to see them seat themselves on a single chain, hook it to the end of the huge rope that hang over this terrible chasm, and suffer themselves to be thus let down to the bottom.

These pits were very old-fashioned pits. They were not worked by steam-engines, which in those days merely drew water, but by which the coals are now whirled up, and the men are whirled down with a fearful speed. They were worked only by a huge wheel, with one end of its axle on the earth, and the other fired to the beam above. This wheel, which they call a gin, was turned round by a couple of horses; and a large rope uncoiling one way as it coiled the other round the gin, drew up the coal, and let down the chain for more at the same time. At the mouth of the pit a man stood with an iron hook, and as the coal came up piled on a sledge called a canf, and secured by wooden frames called garlands, he seized the ring in the end of the canf and drew the coal to land. At one of these pits a girl once performed this office, and missing her foot as she approached the pit mouth to hook the load of coal, plunged headlong into the pit and was dashed to pieces. But what was the most sad of all was, that the person who was the first at the bottom to hear her fall, and who came and found the mangled corpse, was her own father.

On every pit-hill as they call it, that is, on the mound that surmounts the pit made by the earth thrown out in digging it, the colliers have a cabin, often built of coal. In this they keep a good fire in cold weather, and here, when they have done their work, they often sit and drink ale and make merry. A rude and uncouth crew they look; yet I found them a very honest, good natured set of fellows; and I delighted to sit on a great coal with them, and hear them tell their country stories, of which they have abundance, and "many a random shot of country wit." One very odd custom they have, and that is giving a nickname to every workman; and what is odder still, this is said to be the custom in every part of the country where there are colliers. You might live amongst them for months before you would get to hear their real names. You would hear them calling one another only by such names as these:—Stump, Swamp, Drummer, Old Soul, Moon-eye, Gentleman Tom, Bogard Tom (Bogard is a ghost), Old Strokes, Two Powers, Kettle-bender, and Crack-a-narble. These were names all known to me; and what is as singular, everybody and everything was called old; mere lads, dogs, cats, horses, or anything that they spoke of familiarly were old. It was a term not expressive of age, but of good fellowship.

Many a day did I use to spend amongst these black and honest mortals. I used to climb upon their stacks of coals, that extended far and wide, a sable wilderness, and there I found many a treasure of wagtails' nests. At length I mustered courage to go down a pit—yes, down one of those dreadful gulphs of which no bottom could be seen, but up which came a thin blue vapour, and a sound of falling waters. I was arrayed in a flannel frock, such as the colliers all wear, lent me by a pitboy, and a round crowned hat without brim, well stuffed with hay. In this guise a collier seated himself on the chain, and taking me on his knee, we were swung off over the pit-mouth. Oh! it was a terrible moment, and made me sick and giddy. The rope appeared to dwindle to a hair, and below I dared not look, but I thought to what a horrible unknown depth I was going! Down, however, we went. Around us gushed water from the bricks which lined the side of the pit, and fell with a dreary, splashing sound, far, far below. Anon, I looked up—the daylight appeared only a small, circular, intense speck, like a star above me; and presently I heard below human voices sounding deeply like echoes. To my vast delight we soon felt the solid ground beneath us. A collier unhooked my protector from his chain and we stood at the entrance of a region of darkness.

What a wild, gloomy, and strange scene! A black cavern of immense extent was before me, shown by a few glimmering lights. We went on a good way; when, suddenly, I saw two rows of lights burning, one on the right, the other on the left. These were the lights by which the colliers were at work getting the coal. The face of the coal where they work they call a "benk." One is the deep "benk," the other is the basnet "benk." Here the poor fellows sit on the ground, with their sharp picks, undermining a certain quantity of the coal measured and marked out with chalk, or in their language,—boling a stint. Then comes the hammerman with his hammer, and driving his wedge in above, down comes the mass of coal, and they load it on the canf and garlands, and a little pony draws it along a little railway to the pit-mouth, where it is drawn up for use. As the poor fellows clear away the coal, they prop the roof up with pieces of wood, called puncheons, or the earth above them, would fall in and bury them; and this it sometimes does in spite of all their care, and they are crushed to death, or are left alive beneath the immense mass to perish of famine before their friends can dig them out.

In this black and dreary region, and in this way, are the coals procured that make our parlours so bright and warm, and that cook all the good things in the kitchen. In these underground regions they have ponies and asses that do not see daylight for years; and they have stables for these made of coal. What is more odd, they have abundance of rats too; and nobody well knows how they get there. The colliers think they run down the ropes, but I think they fall in during the night, and their bodies being light and soft, and falling into the water at the bottom, they escape being killed. There they are, however, and so ravenous that the colliers are obliged to keep their provisions and their candles, and corn for their ponies all in iron chests, or they would quickly devour them. They will eat through a wooden box several inches thick in a few minutes, with their long sharp teeth, so that there is no chance of keeping anything eatable but in iron. They keep cats too; but in spite of all this you would laugh to see a troop of rats come, while the colliers are hoing, and run, and jump up at the lighted candles by which they are working, which they stick with a bit of clay to the face of the coal, and will snatch them down and scamper away in different directions with them burning in their mouths.

**MILL BAY HARBOUR AND FLOATING DOCKS.**—We are informed that the promoters of the Exeter and Plymouth Railway intend making Mill-bay the terminus of their line, for which purpose it is admirably situated between Plymouth and Devonport. The floating dock will hold 200 sail, exclusive of the foreign packets; and the outer harbour, which will be formed by a breakwater, from the point of Mr. Gill's quarry, will have from three to four fathoms of water at low tide, and will afford abundance of room for steamers to lay about, and go out of harbour at any time of tide. The great abundance of stone on the spot will render the cost of this work comparatively trifling, as the limestone excavated to form the outer harbour will go a great way in completing the breakwater.



## DREADFUL COAL-PIT ACCIDENT, WITH LOSS OF ELEVEN LIVES.

An accident of a most appalling description took place on Monday afternoon in the colliery of Messrs. Brains and Co., Kingswood, near Bristol, by which eleven unfortunate men and boys have been hurried into eternity, their dependent families deprived of their means of subsistence, and the whole village thrown into a state of consternation and sorrow. The circumstances leading to and connected with the accident, are stated to be nearly as follows:—When a vein of coal upon which the pitmen have been employed becomes exhausted, it is usual for them to make a cutting of some eight or ten fathoms, at the extremity of which another vein of the mineral is most commonly found. In the present instance the men had been employed in cutting from an explored vein, and had got to some distance when, having unfortunately selected the direction of a vein which had been exhausted upwards of fifty years ago, they, at about noon, cut through what is called the pillar of the old vein; the consequence of which was, that the water, which had supplied the place of the mineral, and which is called the "landwater," broke in upon them with terrific violence. At this time there were thirty-six human beings at work in the pit, and, as may be readily imagined, the utmost terror and consternation prevailed amongst them. Such as were possessed of greater presence of mind than the others, or whose position in the pit enabled them the more readily to do so, escaped with promptitude to the mouth of the pit, and the signal of their danger having been given to those whose duty it was to look out from above, they were raised by means of the machinery which is usually employed for this purpose, and rescued from their perilous situation. Twenty-five were thus saved from impending death, but the number before stated, the greater part of whom had been employed in a lower part of the work, perished.

## EXPLOSION OF A STEAM-BOILER ON BOARD THE NEW ARCHIMEDEAN PATENT STEAM-VESSEL.

On Thursday afternoon an accident of a most alarming nature, and which has been attended with the loss of life, occurred on board the *Archimedean* new steam-vessel, in the East India Dock. The vessel is fitted up with Mr. Smith's patent Archimedean propelling screw, which works at the stern of the vessel, and causes no swell. She has already made several experimental voyages with the new propellers, and with the greatest success, about the coast and on the river. A few days ago the vessel made a trip to Portsmouth, and was present at the launch of the *Queen*, 120 guns. On her return voyage she made nine knots an hour. She was moored in the East India Dock, at Blackwall, until Thursday, when it was determined to make another experimental trip on the river, which was to decide a very important point in the construction of the engines and machinery, which are of the ordinary description, and manufactured and fitted up by Sir John Rennie and Son, the well-known engineers of Holland-street, Blackfriars-road. For the purpose of ascertaining those particulars, Messrs. Rennie, Mr. Smith, the patentee, Mr. Wilmshurst, of Limehouse, the builder of the vessel, and several scientific gentlemen were on board. Soon after two o'clock the steamer got under weigh, and, after making a circuit of the dock, the flood gates were opened and she was about to enter the river.

At this time one of the men was absent, having gone ashore to obtain some beer for the people on board, and the engineers were in waiting for him with the levers in their hands ready to set the machinery in motion, when the accident, which has been attended with such very serious consequences, took place. The company upon deck were alarmed by the noise of an explosion below, and on Mr. Wilmshurst and Mr. Smith going below to ascertain the cause they found the boiler had burst, and the steam was issuing from the top, where they had given way, in large quantities. The whole of the persons in the engine-room at the time were more or less injured. Three men, named James McMillan, second engineer, and Alexander Fraser, and James Scott, firemen and stokers, were most dreadfully scalded, and were instantly removed to the cabin, where measures were taken to render them assistance and alleviate their sufferings. It was, however, found necessary to remove the men to the *Dreadnought* hospital ship. They were covered with soft linen and blankets, and taken on board that institution in a boat. McMillan died a few minutes after he reached the ship. He was frightfully scalded, and when the explosion took place, was close to the boiler, and exposed to the whole force of the discharge of steam. The other men still linger in a most hopeless condition, and but little hopes are entertained of their recovery.

An inquiry is ordered to take place by the engineers, patentee, owners, and committee, to ascertain the cause which led to this melancholy occurrence, and a scientific report will be delivered to the coroner's jury which is to be impaneled on the body of McMillan, who has left a wife and young family unprotected for. Mr. George Rennie, Mr. Smith, and others, examined the boiler yesterday, and we understand that the conclusion they came to was, that the accident happened by the "striking of the valves," which confined the steam, and burst the top of the boiler. One has started on the starboard corner forward, and the other on the larboard corner aft. Notwithstanding the deplorable nature of the occurrence, a degree of satisfaction arises in the fact, that had it occurred two minutes later, the loss of life would have been very great. The whole of the company on board were to have been in the engine-room, for the purpose of examining the working of the machinery.

Yesterday evening an inquest was held on the body of McMillan, at the Union public-house, Greenwich, before Mr. Carttar, and, after the examination of a great number of witnesses, the inquest was adjourned to Wednesday next, with the intention it would appear of procuring the attendance of scientific men who might be able to ascertain the cause of the accident, none of the witnesses hitherto examined being able to speak positively on that point.

FATAL ACCIDENT.—On Friday week an inquest was held at Perran-wharf, on the body of Henry Mitchell, who died of injuries received by falling into a cylinder-pit, at Perran foundry. A verdict of accidental death was returned.

## SALE OF COPPER ORES AT TRURO.

Sold at Pease's Hotel, Truro, May 30.

Lot	Quantity	Price	Lot	Quantity	Price
Consols. 124	5 0 0	Vianna	Gr. St. Geo. 66	3 17 6	Nevill & Co.
ditto 115	5 0 0	Crown Co.	ditto 58	3 17 6	Vianna
ditto 114	4 19 6	Vianna	ditto 56	3 17 6	Vianna
ditto 109	4 8 6	—	ditto 43	3 17 6	Nevill & Co.
ditto 104	4 0 6	—	Wh. Ellen 73	3 15 0	Mines Royal
ditto 100	3 5 6	Crown Co.	ditto 72	3 17 6	Freemans
ditto 95	4 19 6	Vianna	ditto 68	2 4 6	—
ditto 93	6 15 6	—	ditto 67	3 9 6	—
ditto 91	4 8 6	—	ditto 66	3 5 6	Mines Royal
ditto 88	6 17 6	—	ditto 36	6 9 6	Freemans
ditto 82	4 13 6	Williams	Fowey Consols. 105	3 15 0	Williams
ditto 79	6 11 6	Freemans	ditto 97	4 19 6	—
ditto 78	6 10 6	Vigors & Co.	ditto 93	4 16 6	—
ditto 76	8 8 6	—	Levant 92	8 15 6	—
ditto 73	4 11 6	Nevill & Co.	ditto 64	15 1 0	—
ditto 72	4 4 6	Williams	ditto 59	11 16 6	—
ditto 71	6 4 6	Vigors & Co.	Wh. Perran 55	8 5 6	Nevill & Co.
ditto 70	3 14 6	—	ditto 49	3 7 6	—
ditto 69	4 14 6	Vianna	ditto 41	6 5 6	—
ditto 66	7 7 6	Vigors & Co.	Wh. Vor 127	3 15 0	Williams
ditto 61	4 13 6	Freemans	ditto 15	3 15 0	Freemans
ditto 47	4 11 6	—	E. Crinoid 104	3 5 6	P. Greenfield
ditto 42	7 13 0	Mines Royal	Goldolph 61	7 12 6	Mines Royal
ditto 38	4 7 6	Crown Co.	ditto 41	3 18 6	Freemans
ditto 7	6 17 6	Williams	Prudence 40	3 2 6	—
Gr. St. Geo. 91	3 8 0	Vianna	ditto 44	3 15 6	Vianna
ditto 92	3 8 0	Vianna	Freemans 79	3 15 6	Williams
ditto 89	3 14 6	Vianna	A. Leivore 41	3 7 6	Vianna
ditto 85	3 10 0	—	Panther 41	3 11 6	P. Greenfield
ditto 72	3 5 6	Freemans	Wh. Benty 29	6 11 6	Williams
ditto 20	3 4 6	Nevill & Co.			

Average standard, 1851. 1s.—Average produce, 7s.—Amount of money, 27,190. 11s. 6d.—Quantity of fine copper, 324 tons 14 cwt.

Copper ore for sale on Thursday next, at Truro's Hotel, Camborne. Mines and Pease's: East Wheel Croft and Looe, 919; Dore, 379; Union, 514; 574; Fowey Consols, 320; Stone, 247; Wh. Lys and South Trowan, 327; South Basset, 180; The reef, 150; East Pool, 154; Wh. Harriet, 14; Wh. Tenny, 35; Wh. Clifford, 35.—Total, 3665.

Copper ore for sale on Thursday week, at Andrews Hotel, Redruth. Mines and Pease's: Carr Breva Mines, 787; Wh. Treasury, 424; Wh. Virgin, 330; Treowean, 251; Fowey Consols, 309; Wh. John, 260; Great Wh. Portage, Wh. Free, 47; and Rosneath, 145; Wh. Unity Wood and Union, 300; Wh. Harmony and Caradoc, 170; Levant, 150; Bellian, 140; Bayley's Ore, 143; Wh. Mary, 41; Wh. Elizabeth, 179; Wh. Edward, 1.—Total, 3405.

Sampled May 24th, and sold at Truro, May 23.

The particulars of this sale were given in our last—the following was omitted in consequence of the non-arrival of the Ticketing Paper.

Treowean	1115	4 20 6	Carbarrack	371	4 13 6
Consolidated	320	3 5 6	Wh. Malen	—	—
Wh. Jewel	—	—	Wh. Unity Wood	339	12 10 6
Fowey Consols	492	3 10 6	Pollice	129	3 10 6
Hallen Beagle	340	12 10 6	Trethellan	131	3 10 6
Cook's Kitchen	307	12 10 6	South Caradoc	110	7 10 6
			Wh. Vyvyan	60	3 10 6

## SALE OF COPPER ORES AT SWANSEA.

Copper Ore for sale on the 12th of June.—Knockmahon 127, ditto 117, ditto 114, ditto 74, ditto 64, ditto 63, ditto 61, ditto 60, ditto 57, ditto 56, ditto 44—Albion 74, ditto 73, ditto 72, ditto 71, ditto 70, ditto 69, ditto 68, ditto 67, ditto 66, ditto 65, ditto 64, ditto 63, ditto 62, ditto 61, ditto 60, ditto 59, ditto 58, ditto 57, ditto 56, ditto 55, ditto 54, ditto 53, ditto 52, ditto 51, ditto 50, ditto 49, ditto 48, ditto 47, ditto 46, ditto 45, ditto 44, ditto 43, ditto 42, ditto 41, ditto 40, ditto 39, ditto 38, ditto 37, ditto 36, ditto 35, ditto 34, ditto 33, ditto 32, ditto 31, ditto 30, ditto 29, ditto 28, ditto 27, ditto 26, ditto 25, ditto 24, ditto 23, ditto 22, ditto 21, ditto 20, ditto 19, ditto 18, ditto 17, ditto 16, ditto 15, ditto 14, ditto 13, ditto 12, ditto 11, ditto 10, ditto 9, ditto 8, ditto 7, ditto 6, ditto 5, ditto 4, ditto 3, ditto 2, ditto 1.—Total, 3407.

## PURCHASES OF COPPER ORES AT TRURO.

MAY 23.

Purchaser	Mines	Tons	Total	Price	Amount	Total Amount
Mines Royal	Treowean	254	—	4 5 6	214 16 9	—
1. Co.	Wh. Jewel	71	—	2 12 6	141 7 6	—
—	Hallen Beagle	47	—	4 5 6	203 5 0	—
—	—	40	—	4 5 6	171 0 0	—
—	—	30	—	5 6 6	139 15 0	—
—	Cook's Kitchen	31	—	5 2 6	161 7 6	—
—	—	153	—	6 7 6	1027 12 0	—
—	Pollice	44	—	7 5 6	329 2 0	—
2. Vivian & Sons	Treowean	67	324	3 10 0	364 10 0	1971 11 0
—	—	41	—	3 3 6	136 2 4	—
—	—	344	—	4 10 6	1352 3 3	—
—	—	66	—	4 10 6	268 13 0	—
—	—	44	—	4 4 6	196 10 0	—
—	Hallen Beagle	19	—	2 10 0	47 10 0	—
—	Trethellan	131	—	3 18 6	263 3 6	—
—	South Caradoc	55	—	6 12 0	336 15 0	—
—	Wh. Vyvyan	33	—	1 14 0	56 2 0	—
3. Freeman & Co.	Consolidated Mines	80	582	5 7 0	456 5 0	2160 5 3
—	—	364	—	4 1 6	148 14 0	—
—	Cook's Kitchen	72	—	2 11 0	163 12 0	—
—	—	30	—	2 10 0	82 10 0	—
—	Carbarrack	28	—	4 7 0	121 16 0	—
—	—	36	—	4 3 0	149 8 0	—
—	Wh. Unity Wood	32	—	4 3 0	132 16 0	1294 10 0
4. Greenfield & Co.	Treowean	35	324	3 14 6	132 17 3	—
—	—	64	—	3 4 0	211 4 0	—
—	—	143	—	2 4 0	31 10 0	—
—	Consolidated Mines	110	—	3 10 0	615 0 0	—
—	—	45	—	7 11 0	309 15 0	—
—	—	87	—	8 2 0	443 14 0	—
—	—	37	—	3 16 0	114 4 0	—
—	—	87	—	7 11 0	279 7 0	—
—	Wh. Jewel	104	—	4 6 6	384 18 0	—
—	—	35	—	2 16 6	96 16 0	—
—	Fowey Consols	104	—	4 10 6	409 12 0	—
—	—	60	—	3 17 0	292 10 0	—
—	—	86	—	4 17 6	466 0 0	—
—	Cook's Kitchen	67	—	1 19 6	132 6 0	—
—	Pollice	37	—	4 11 6	160 3 6	—
—	—	26	—	2 18 6	8 18 0	—
—	—	37	—	0 13 0	17 11 0	—
5. Crown Copper Co.	Hallen Beagle	364	1057	4 3 6	152 7 9	4756 19 1
—	Wh. Unity Wood	324	—	4 3 0	132 16 0	—
6. Sims, Will. & Co.	Treowean	35	60	3 14 6	132 17 3	286 3 9
—	—	35	—	3 4 0	211 4 0	—
—	—	73	—	6 2 6	447 2 6	—
—	—	143	—	4 10 6	356 2 6	—
—	Consolidated Mines	81	—	0 12 6	31 10 0	—
—	Carbarrack	28	—	4 7 0	121 16 0	—
—	—	32	—	3 11 0	122 2 0	—
—	Wh. Unity Wood	304	—	5 5 6	704 8 3	2061 13 4
7. Williams, Foster & Co.	Treowean	35	417	3 14 6	132 17 3	—
—	—	41	—	3 8 6	180 3 6	—
—	—	143	—	2 4 0	31 10 0	—
—	Consolidated Mines	123	—	7 6 0	309 15 0	—
—	—	45	—	7 11 0	309 15 0	—
—	—	87	—	8 18 0	443 14 0	—
—	—	37	—	3 16 0	114 4 0	—
—	—	87	—	7 11 0	279 7 0	—
—	Wh. Jewel	104	—	5 9 0	417 15 0	—
—	—	35	—	3 7 0	147 10 0	—
—	—	70	—	7 9 0	309 10 0	—
—	—	26	—	4 14 6	367 4 0	—
—	—	35	—	2 16 6	96 16 0	—
—	Fowey Consols	102	—	4 18 6	392 7 0	—
—	—	50	—	3 17 0	292 10 0	—
—	Hallen Beagle	192	—	4 3 6	152 7 9	—
—	—	72	—	2 2 6	225 0 0	—
—	—	30	—	3 4 0	180 16 0	—
—	Cook's Kitchen	30	—	3 15 0	82 10 0	—
—	—	18	—	6 7 6	99 17 6	—
—	—	30	—	0 13 0	22 10 0	—
—	Carbarrack	24	—	0 15 0	425 10 0	—
—	—	41	—	1 13 0	192 3 6	—
—	Wh. Unity Wood	32	—	4 3 0	132 16 0	—
—	—	84	—	5 1 6	425 6 0	—
—	—	294	—	5 5 6	394 8 3	—
—	Pollice	43	—	9 10 0	406 2 0	—
—	South Caradoc	55	—	6 13 0	366 15 0	—
—	Wh. Vyvyan	37	—	6 9 0	172 16 0	8651 6 10
8. Vivian & Co.	Treowean	67	1610	5 6 6	716 3 6	—
—	—	41	—	6 7 0	401 12 0	—
—	—	344	—	5 9 0	296 12 0	—
—	—	66	—	7 15 6	412 1 6	—
—	—	44	—	8 8 6	214 14 0	—
—	—	153	—	6 7 0	99 17 6	—
—	—	44	—	5 11 0	122 2 0	2273 4 0
			4794			49347 4 8

## PURCHASES OF COPPER ORES AT SWANSEA.

MAY 23.

Purchaser.	Mines.	Tons.	Total.	Price.	Amount.	Total Amount.
				s. d.	s. d.	s. d.
FREEMAN & Co.	Crown .....	364	109	6 7 0	169 6 8	
	Lackamore .....	19		6 6 6	253 7 6	
		10		7 18 6	150 11 8	679 5 0
L. GREENFIELD and Co.	Coler .....	83		11 2 6	925 7 6	
		82		11 9 6	940 19 0	
		81		11 9 6	929 9 6	
		76		10 11 6	880 14 8	
		112		9 19 6	117 4 0	
		8		35 7 0	76 1 0	
		14		9 9 0	46 6 0	
			451			4800 1 0
SIMS, WILLIAMS, NEVILL, and Co.	Albion .....	494	451	8 4 0	410 17 0	
		26		8 12 6	615 10 0	
		36		9 4 0	409 4 0	
	Norway .....	518		9 4 0	428 11 9	
		40		21 5 6	878 18 0	
	Chill .....	9		2 16 6	70 9 6	
		5		21 18 6	109 13 6	8167 16 0
VIVIAN AND SONS.	Crown .....	364	296	6 7 0	169 6 8	
		360		4 4 0	150 0 0	
	Baltimoretagh .....	137		1 15 0	232 5 0	
		30		2 8 0	314 0 0	
	Capeago .....	160		16 0 0	1 40 0 0	
		95		17 6 0	1590 14 0	
		94		18 0 0	1593 12 0	
	Chill .....	296		18 18 0	1582 12 0	
	Baltimoretagh .....	194		3 9 0	47 18 0	
	Huacine slag .....	7		0 15 0	5 6 0	
		8		3 10 0	10 10 0	8082 12 9
WILLIAMS and Co.	Knockmahon ....	137	683	5 17 6	864 17 6	
		124		7 9 0	9 3 18 0	
		118		7 2 0	828 12 0	
		92		8 5 6	761 4 0	
		36		6 2 6	606 12 0	
		81		6 3 6	469 6 6	
		61		6 18 6	437 1 0	
		61		9 1 0	582 1 0	
		58		7 7 0	576 8 0	
		34		6 17 0	562 18 0	
		48		8 6 6	416 17 0	
		30		9 3 6	284 5 0	
		30		9 10 0	606 0 0	
	Albion .....	47		9 16 6	574 13 0	
		41		8 17 0	562 17 0	
	Crown .....	120		5 4 6	590 9 6	
		296		8 7 0	169 4 8	
		63		1 0 6	86 19 6	
	Cole .....	34		22 9 6	370 12 0	
		92		22 14 0	2080 8 0	
	Baltimoretagh .....	137		3 9 0	47 18 0	
		34		1 5 0	42 18 0	
	Lackamore .....	19		7 18 6	150 11 6	
	Livewid .....	8		3 7 6	30 7 6	
	Dunlop .....	24		3 22 0	86 8 0	
	Huacine slag .....	4		11 19 0	85 0 0	
			1080			14180 0 0
BROWN, and Co.	Baltimoretagh .....	48	55	7 19 6	142 16 0	
		30		3 15 6	59 18 0	202 14 0
VIVIAN and Co.	Norway .....	518	56	9 4 0	483 11 0	
	Livewid .....	30		5 19 0	191 4 0	614 15 0
			56			8027 19 6



### PRICES OF SHARES

## JOINT STOCK COMPANY

No. of Shares.	NAME OF COMPANY.	Amount of Capital paid up.	Amount paid up.	Per cent.	Dividend per cent.	Next Meeting.
25,000	Agric. & Com. of Ire.	25	10	—	—	—
1,500,000	Australasia .....	100	40	60	8	Jan.
1,500,000	Bank of Scotland ..	—	824	24	—	—
100,000	Birmingham Bank ..	50	5	10	—	Mar.
500,000	British Liren Co. ....	100	10	20	19	—
200,000	British North Amer. ..	50	25	50	—	—
100,000	Commercial .....	50	5	10	7	—
20,000	Colonial .....	100	25	25	—	—
5,000	Devon and Cornwall ..	100	25	45	5	—
3,000	Equitable Loan Co. ....	—	9	10	—	—
10,000	Foreign Banking Co. ....	5	3	9	—	—
2,000,000	Glasgow Union .....	50	50	65	—	—
10,000	Gloucestershire .....	50	10	20	10	Feb.
5,000	Hampshire .....	50	5	25	4	Aug.
3,000	Hibernian .....	100	25	25	4	—
10,000	Devon & Cor .....	50	25	25	—	—
30,000	London & Westmins. ....	100	20	20	3	Mar.
3,000	Lancaster .....	100	20	—	10	Aug.
25,000	Liverpool .....	100	10	20	6	July
50,000	Long Joint Stock Co. ....	50	10	10	3	June
50,000	Manch. & Liver. Dis. ....	100	15	15	74	Mar.
20,000	Manchester .....	100	25	25	27	Oct.

North & South Wales	10	5	10
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10,000	Nat. Bank of Ireland	30	17	16	5	—
10,000	Nat. Provincial Eng.	100	55	36	5	Jan.
10,000	Dist. New	20	19	102	102	—
50,000	Nor. & C. S. of Eng.	10	10	3	—	Dec.
10,000	North Uts.	25	5	9	7	—
20,000	Prov. Bk. of Ireland	100	23	47	8	July
4,000	Disto New	10	10	16	8	—
2,000,000	Royal of Scotland	—	100	—	—	—
7,000	South African	—	—	—	—	—
20,000	S. of Ireland, Cork	25	5	5	—	—
4,000,000	Western of Scotland	—	—	—	—	—

of Eng. & S. W. Dia	20	124	134	3	July
Wills and Doxey	15	24	24	2	

GAS LIGHT AND COKE COMPANIES				
10,000	Alliance	10	5	—
2,500	Bath	20	16	22
600	Bradford	40	25	10
1,000	British	20	16	27 1/2
5,000	Do. Provincial	20	10	23
928	Birmingham	50	50	54
2,000	Birm. & Staffordshire	50	50	73
600	Brentford	50	50	22
4,280	Bristol	20	20	36
1,500	Brighton	20	20	11
750	Do. New	20	18	9
2,471	Brighton, General	20	20	104
365	Carlisle	25	—	—
4,000	Continental Consols	2 1/2	62 1/2	108
240	Chatterbury	50	50	55
700	Chelmsford	50	50	42
800	Cheltenham	50	50	75
1,000	City of London	100	100	190
1,000	Do. New	100	75	14
800	Coventry	25	25	25
200	Derby	50	50	—
100	Dover	50	50	—
600	Dundee	50	50	—
4,500	Edinburgh Coal Gas	25	25	18 1/2
	Edinburgh and Allica.	—	14	—
240	Exeter	50	50	—
4,000	Equitable	50	50	34 1/2
0,000	European	20	15	—
4,450	Glasgow	25	—	—
920	Gravelly	—	—	—

trial.....	50	50	50
seconds.....	50	50	50

1,200	Ipswich	10	10	4	—
500	Isle of Thanet	25	20	18	—
2,350	Independent	30	30	50	Aug. Oct.
240	Leicester	50	50	—	—
750	Leith Coal Gas	20	20	—	—
600	Liverpool	242	242	72	—
	Do. N. Gas and Coke	100	100	97	—
	Do. (New Do.)	—	60	—	—
200	Maldstone	50	50	100	Feb.
9,000	Phoenix	50	39	28	June
579	Portsea	—	55	—	—
364	Poplar	50	50	—	—

100	20	0-6
12		

1,000 South Metropolitan ..	50	19	18	24	Aug.
1,000 Sheffield ..	16	10	11	11	Aug.
1,000 Shrewsbury ..	10	10	11	11	Aug.
120 Swansea ..	50	50	50	50	Aug.
2,200 United General ..	50	46	54	5	Jan.
240 Warwick ..	50	50	50	5	Jan.
400 Wakefield ..	23	25	22	14	Jan.
750 Warrington ..	20	20	24	1	Oct.
1,000 Westminster Chartered	50	50	55	5	Dec.
1,000 Ditto New ..	50	10	10	128	Dec.
200 Worthing ..	50	50	50	5	Aug.

with . . . . .

DOCKS.						
0,1063 Commercial.....	100	100	66½	3	July	
East and West India Stock.....	160	100	111	..	Jan.	
1,038 East Country.....	100	100	94	..		
1,581 25s 12 London. Sta Ditto Bonds....	..	..	67	2½	Dec.	
2,299 Bristol.....	147½	147½	90	27½	Dec.	
5,824 Ditto Notes.....	..	..	115	5	Nov.	
5,879 Policeers Harbour	50	50	..	..		
5,900 Ditto Bonds.....	..	..	11	..		
1,090 Grand Collier Docks	100	100	..	..		
22,732 St. Katherine. Stock	100	100	..	..		

Revenue	100	100	100
Expenses	100	100	100

1,400	Do. Bonds for 10 years	20	3	100	4	Oct.
	Deaford Pier	20	3	11	..	—
	Southampton	30	3	27	..	—

### BRIDGES.

100	Hammersmith	30	30	31	1s	Jan.
231	Southwark w. new sub.	62½	63½	2	..	—
40	Do. New of 7½ per cent.	50	50	14	1s	Dec.
20	Vauxhall	70½	70½	20	17s	Dec.
100	Waterloo	100	100	24	..	—
100	Do. old Annuities of 5l.	60	60	24	10s 8	Feb.
100	Do. new do. of 7l.	40	40	21½	16s 4	Feb.
100	Ditto Bonds	..	..	120	..	Feb.

### WATER WORKS.

0	Birmingham	25	25	20	9s	—
1	Colchester	175	180	100	..	—
3	East London	100	100	17s	6	Jan.

Joint Stock	20	70	1	1
	100	100	45	5

Liverpool Boat	220	120	320	10	Jan.
New River London Bridge	—	—	—	—	—
Water Ammunition	—	—	42	25	Oct.
Manchester & Salford	100	50	54	11	Mar.
Portsea Island	50	50	21	1	—
Portsmouth & Farnham	50	50	21	1	—
Kamagata	10	8	10	—	—
Vauxhall, late No. Lond.	100	100	107	40	Oct.
West Middlesex	653	653	1-3	40	Dec.
York Building Co. & F.	100	100	55	11 1/2	Oct.

**ROADS.**

Archway and Kent Tm.	50	50	—	1	1	7
Buckling	100	100	224	1	1	7
Commercial	100	100	78	3	1	7
Great Tindia Road	100	100	9	1	1	7
East Devon St.	—	70	—	16	1	7
Highbury Archway	—	300 1/2	3	—	—	—
New North End Street	100	100	—	—	—	—

**LITERARY INSTITUTIONS.**

Adelphi Club, of Science	50	—	—	—	—	—
London, w. Street & Tm.	25	3	17	—	—	—
London University	100	100	153	—	—	—
Russell	53	53	7	—	—	—
King's College	100	100	153	—	—	—

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1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26